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CLIFFORD WILKINSON.

SOLE AGENTS-

H. PRICE & CO., 12, Queen's Road Central.

No. 14,150

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HONGKONG, SATURDAY, AUGUST 1sr, 1903

ESTABLISHED, 1857.

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IT MAKES YOU FEEL COOLER AND BETTER ALL THE TIME.

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Ентавывнер 1841.

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Finest Scotch Whiskies

TONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

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WREK DAYS. 7.80 a.ia. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 9.80 a.m. to 9.30 a.m. ... Every 10 minutes 9.80 a.m. to 11.00 a.m. ... Every 15 minutes. 11.80 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 16 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
1.10 p.m. to 580 p.m. ... Every 15 minutes.

00 p.m. ... Every 10 minutes. NIGHT OARS. 8.45 p.m. & 9 p.m., 9.45 to-11.15 p.m., very 1 hour. 8 00 a.m. to 9 00 a.m. ... Every 15 minutes. 900 a.m. to 93) a.m. ... Every 80 minutes. 9 \$0 a.m. to 10.30 a.m. ... Every 15 minutes. 19.80 a.m. to 11 00 a.m. ... Every 10 minutes. 12.00 Noon to. 10 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes 0.00 p.m. to 7.00 p.m. ... Every 15 minutes 1.00 p.m. to 8.00 p.m. ... Every 10 minutes N1GHT CARS as on Week Days. BATURDATS. vatra cars at 11.30 p.m. and 11.45 p.m.

SPE WAL CARS by arrangement at the Com-pany's Office, 38 & 40, Queen's Road Ce tral. JOHN D. HUMPHREYS & SON, General Managers. Hong tong, 5th June, 1903.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT. In Casks of 375 lbs.net \$5.00 per Cask ex Factory. In Bags of 250 lbs. net \$3.90 per bag ex Factory. SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 14th May, 1908. VICTORIA CYCLE EMPORIUM We are Sole Agents for the following:--MONOPOLE, FUTURE, CENTAUR, and NEW PREMIER CYCLES. Best American Machines in the Market, always on View and for Sale. Also a Large Assortment of SECOND. HAND MACHINES of various makes, nearly as good as new, at greatly reduced prices.

MOTOR CYCLES, MAIL CARTS, RICKSHAS FITTED WITH PNEUMATIC TYRES AND BALL BEARINGS THROUGH. our. Everything in the trade always kept in Stock. First-class workmanship guaranteed in all branches of the business. Re-enamelling a BEKIRDY & CU., 43 & 34A, Queen's Road East.

HIRANO WATER. THE QUEEN OF TABLE WATERS.

PURE. SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. TENNIS.

WWO young French Tennie Players desire deither to Rent a Tennis Ground or enter if possible a Private Club on the Peak.

Write to-

्र स्थापन्

A. M., Care of Daily Press Office. Hongkong, 31st July, 1903.

CARTRIDGES. IMPORTED EVERY MONTH, THERE.

FORE ALWAYS FRESH. LALEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 HORE. and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902.

NERNST

NERNST ELECTRIC LIGHT. BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO.

SIEMSSEN & CO.

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JUST RECEIVED A NEW STOCK OF THE LATEST NOVELTIES

COSTUMES SUMMER

WHITE AND COLOURED MUSLIN, GRASS LAWN, AND SILK AND LINEN.

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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK, AND SUPPLIES.

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SHEWAN, TOMES & CO., General Managers.

23 and 25, QU.	EEN'S ROAD.
("Pitcher" of the "Pink 'Un") 2.50 cods. Their Composition and Analysis, by Blytin 17.50	Rambles in Woman Land, by Max O'Rell 3 On the Veldt in the Seventies, by Warren 13 The Commission of H.M.S. "Terrible": "The Cape and the Far East Mr. Anstralian, Clipbond br. Mrs. Camp. New York Sketches, by J. L. Williams 5 The Land of the Boxers, by Casserly Ten Thousand Miles in Persia, by Sykes 13 Common Ailments and their Cures, by Dr. Andrew Wilson The Unspeakable Scot, by Crosland New Special Bridge Scoring Blocks How to Bny a Gun, by Bryden and Toser

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned :-SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, 418.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE. THE ELITE OF WHISKY-

THE "PALL MAIL," \$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate. C. P. & Co.'s OWN SPECIAL

BLEND WHISKY, \$11.75 PER DOZ.

Very soft, palatable, and mature.

\$15.75 PER DOZ. A fine, full, and fruity wine.

C.P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall.

DOURO PORT.

AMOROSO SHERRY, \$22 PER DOZ.

LA TORRE SHERRY,

\$18.50 PER DOZ. A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR-D.O.M.,

\$43.75 PER DOZ. QUARTS. \$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE EVERYBODY SHOULD TRY THESE ITEMS AGENTS-SIEMSSEN & CO.. HONGKUNG.

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IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTI-DOUCTION INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR NUMEROU CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN ORDERING PLEASE ASK FOR

BRAND STONE GINGER BEER AND GIN."

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WITH ALL REQUISITES.

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GUTIERREZ HERMANOS, ZERES DE LA FRONTERA, BY SPECIAL APPOINT MENT PURVEYOR TO H. M. THE KING OF SPAIN. PER BOTTLE DOZ. BOTTLES VINO DE PASTO MANZANILLA AMONTILADO

INVALID'S SHERRY (VERY OLD) G. GIRAULT. Apply to--

FIRST-CLASS OUTFITTERS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.

THE ELECTRICAL LAHMEYER LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

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THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

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FEW DOORS EAST OF HONGKONG HOTEL

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PRICE OF 12-BORE CARTRIDGES:-With Posder Loaded with Primrose Cases ...\$6.25 \$9.00

Ejector Brass Cases, 7.50 WM. SCHMIDT & CO. Gunmakers.

themselves from such cares by investing in an Instalment Endowment of the Equitable Life A surance Society, which will provide an fa45 accountely certain and permanent income of

> capital to secure the income. And moreover, in case of premature death, the income commences ar once to the family. THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES. (HENEY B. HYDE, Founder.)

> > SHAMEEN, CANTON,

T. F. DA CRUZ Manager

GOOD Accommodation. Excellent Cusine. Every Convenience for Tourists.

Canton, let October, 1901

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON. 35 Bedrooms, excellently furnished. Bath to each room.

Lining-room and Cuisine under strict supervision.

European and American Wines, Spirits, and POOL AND BILLIARDS. English, American and Mavila Newspapers on

Terms: \$4 to \$7.00 per day; \$65 to \$120 per month. JAB. D. M. CAMERON, Manager. Hougkong, 6th May, 1903

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AS been re-opened, under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of

a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the istorical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong.

these centres. Cable Address-" BOAVIETA." For Terms, apply to THE MANAGER.

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THE STANDARD is the ONLY British Life Office having a LOCAL BUARD OF DIRECTORS in the Far East with full powers to accept proposals, issue policies. pay claims and surrenders, and advance loans. ON THE SPOT without reference home Attention is respectfully drawn to the advan-

tages of assuring in a large BRITISH Company of old reputation. For full Particulars and Rates, apply to-MESSES. DODWELL & CO., LD., Agents.

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Drawing
Music, and Smoking Rooms.

Private Bar and Billiard Rooms for Hotel

Dining Accommodation for 300 persons. Private Dining Rooms. Special Dining Room for large parties. Ladies' Afternoon les Rooms with European Matron in attendance. Ladies' Cloak Room.

Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Electric Fans (if required). Hot and Cold Water throughout.

Wines and Greceries specially imported by the Hotel. Wines cooled by Hotel refrigerating Hotel Linen washed on the premises by machinery.

Bedroom Accommodation-131 rooms.

Exits on every floor. CHARGES MODERATE.

Fire Extinguishing Mains and Emergence

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Admirably Situated. Sheltered from the Wast Monsoon and Open to the South-A COVERED GANGWAY LEADS

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KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout.

Electric Passenger Elevator to each floor. Table D'Hote at separate tables. For Terms, &c., apply to the-MANAGER.

Electrically Lighted. Electric Fans (if

Hongkong, 10th June, 1903.

CONNAUGHT HOUSE. FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and Lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Launch Service for Guests. For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. HOTEL CRAIGIEBURN.

BOLUNKET'S GAP, The PEAK, near the Tram Terminus. Tel. 56.

For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. MACAO HOTEL

THIS favourite and long-established Hotel is situated on the sea-front, commanding a magnificent view of the harbour and adjacent

(LATE HING-KEE HOTEL).

islands, and is open to the cool southerly breezes in summer. The Bedrooms are large, cool, airy, well ventilated and handsomely furnished. The Cuisine is excellent and is under direct Euro-

penn supervision. Picnic, Boating or Shooting Parties specially catered for. A commodious and comfortable stern-wheel Houseboat, with sleeping accommodation for six passengers and every convenience,

is previded for the use of visitors, at reasonable rates. A Military Band plays in the Gardens, close to the Hotel, three times a week.

Sea Bathing. Steamers to and from Macao every morning and afternoon.

WM. FARMER. Proprietor and Manager

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SMART DESIGNS. STYLISH FINISH.

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CALDBECK, AND COMPANY

Hongkong, 1st August, 1903.

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NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WOULD.

Powder only. and 1 az, of Shot. Pegamoid Cases ... 6.85

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\$200 to \$20,000 a Year for their maturer years, without sinking much

F. KIENE, Manager. VICTORIA HOTEL. BEITISH CONCESSION

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One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both

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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS: they are of exceptional value and in fine condition. CHATEAU LA TOUR CANET, CHATEAU RAUZAN, AND

CHATEAU LAFITE are recommended to the notice of Councisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from one in the Colony or, from our authorised Agents at the Coast Ports.

A.S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

COTTOE TO COMBESPONDENTS. Oxis communications relating to the new columns complet on addressed to Tue Epitok.

Consequence to test forward their names and ad. dresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have a ready appeared in other papers will be insorted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that bour the supply is limited. Only supplied for Cash. Telegrophic Address: PRESS Codes: A.B.C. 5th Ed Lieber's P.O. Rox, 33. Telephone No. 12

ALUNGHONG OFFICE: 14. DEEVOUX MOAT CI. LONDON OFFICE: 131, FLEET STREET. E.C.

Hongkong, 1st August, 1903. Ir has become perfectly plain that the Section in the new Ordinance requiring the abolition of cubicles in Chinese dwellings in this Colony is at the present momen unworkable, and we welcome the decision of the Sanitary Board, on the motion of Mr POLLOCK, appointing a sub-committee to consider and report to the Board what amendments appear to be desirable in the new Ordinance. While it is admitted that the Ordinance rightly aims at the abolition of conditions which tend to promote the dissemination of disease, it is at the same time perfectly evident that if the crusade against cubicles, already begun, is to be drastically prosecuted, a most serious blow representatives beat the Lusitano Club by of the Colony. As Mr. LAU CHU PAR pointed out in the minute he attached to the motion on the agenda, the reutals now charged by Chinese property owners are 'already very high, and if by the operation of the Ordinance one family is compelled to occupy the space now accommodating three and often four families, the rent will be far beyond their means. Consider how many Chinese families in the Colony are living on less than \$25 a month. How many flats in Hongkong could be rented at that figure, we wonder? Mr. LAU CHU PAR says the rent of such flats or floors ranges from \$8 per month in the poorest districts to \$75 per month in the busiest parts of the city. It is clear, therefore, that unless there is a further enormous rice in wages, as a consequence of the law requiring the abolition of cubicles, it will be impossible for fourfifths of the Chinese to remain in the

substantial increase in the cost of labour would vitally affect the interests of the port. We trust that the Committee appointed will upon a due consideration of the problem in all its bearings be able to make some recommendations which will obvinte or at least mitigate these fell consequences without an undue sacrifice of those hygienic principles which the Colony from the public health point of view cannot afford to disregard.

WE quoted a few days ago a paragraph remarking on the fact that in the reports of certain recognised London tea merchants China teas were scarcely mentione 1, so parlous has the state of this trade become. The tea reports from Australia bear similar mournful testimony. The first shipments of China ten to Melbourne this season amounted to only 1,954 packages. "Years ago," says one of the tea circulars, "the first steamer stused to bring 50,000 to 60,000 packages. "but the demand for China tea has given " place to that for Indian and Ceylon teas.' In Boyd's Commercial Guide it is remarked that the China ten statistics show plainly that unless active measures be immediately taken the one staple industry of China will be catalogued among the things of the past. Several reasons are advanced to account for the enormous falling-off in the exports of this once eagerly-sought-for product, the prime reason being the live competition of tea from Assam, Ceylon, Japan, and Java. The supremicy in the world's markets of tex from the two first-named countries is in the main due to judicious advertising and the employment of up-to-date machinery in the manipulation and preparation of the leaf. A recent retrosnect of the gradual decline of the industry, between Peking and Tientsin. The applicants from which it appears that 30 years ago the exports of tea from China aggregated 141,000,000 lbs. From that time it has gradually diminished, until it is estimated that the figures of the present year will barely reach 12,000,000 lbs. Prices, too, during the last 20 years have fallen nearly 50 per cent. It is stated that at last a really live effort is being attempted to apply remedies, but we fail to note any signs of it. We note, by the way, that the Caylon planters have as yet failed to surmount the difficulties of producing a tea corresponding to the Formosa colongs, for which there is a very valuable market in North America. One of the planters at a meeting of the Association a few months ago declared that he did not believe that Ceylon would erer Far Jan it could copy the inferior Faschow variety known as "sucy kuts." Some years ago he imported into Caylon, to his the worst China type. This, however, is not accepted as the last word of the subject, and there appears to be some scheme in band to get expert Chinamen from Formosa to make the experiment.

No cases of plague were notified during the twenty-four hours ended at noon yesterday.

The Insurance Companies, like the Banks. intimate that their offices will be closed on Monday.

Hingkong Rifle Association for the Long Ringe Cup and Spoons takes place this after-

Applicants who were numble to obtain copies of the Daily Press of Monday last containing among other reports that of the presentation of med ils to the 1st Battalion Sherwood Foresters. will note that this report is reprinted in the Weekly Press published to-day.

To-morrow at 9 a.m. the chartered steamer Island, returning the same day at 10 p.m. The band of the 33rd Burmas will play during the

In the Hongkong Pole League competition yesterday, at the V.R.C., the Volunteer will be struck at the commercial prosperity | two goals to nil. Lieut. Armstrong opened the scoring, and Loureiro added the second. This victory us good as declares the Volunteers . winners of the shield.

> Jack Grace and Charlie Newman who are to meet in a twenty-round boxing contest in the City Hall on Saturday, the 8th inst., are both in hard training for the fortherming encounter. and both are in fine condition, so that a stiff fight may be looked for. Some of the best available talent has been engaged to appear ia the ring that night, and the promoters are confident of the affair being an intire success.

With reference to our paragraph in yesterday's eign insurance companies, with offices in issue rc the resignation of Mr. Leo d'Almada | London, deposit Consols as security, whereas it e Castro from the position of Acting First Clerk of the Supreme Court in order to take Brutton, solicitor, His Honour the Chief Justice. Casiro's educational abilities, exempted him Insurance Company did a considerable business from the preliminary examination required pers some time ago; but the British liabilities | Son under the loca (rdinances before becoming | a e been in liquidation during the past two

Capt, and Mrs. Arbuthnot saled yesterday for Japan by the Kamakura Maru.

Mr. Andrew Burt, M. Inst., M. E. (China) has been elected a Fellow of the Royal Colonia; Instilute.

A Japanese has been arrested in Shaughai for changing one-rouble notes which were counterfeit. Allogather the police have obtained passession of 164 of these notes.

The Shire line steamer Pembrakeshire was floated out from the International Dock at Shanghai at two o'clock on Saturday last. 'Tha temporary repairs are now considered sufficient to enable her to risk the journey to Hongkong.

A marriage has been arranged, and will take place in India, between Captain T. G. Peacocke, A.V.D. Remount Department, Ind a. eldest son of the late Mr. John Peacocke, of Limerick, and Zoë, youngest daughter of the late Mr. Robert Crawford McMurdo, of Kongkong.

A telegram from Chetoo in the Shanghai Mercury dated the 26th ult. says that owing to torrential rains the district has been flooded. There has been heavy loss of native lives, and considerable damage has been done to several godowns. Many offices are under water, and great damage has been done to property.

By permission of Major Radeliff and officers, the band of the 33rd Burma Infantry will play at the Hougkong Hotel to night from 8 to 9.30, The following is the programme:-

March...... "With Sweet Caress," ... Calthorpe Entracte ... "La Lettre de Manon," Gillet Selection ... " Dandy Dan," Cornet Solo" Eine Nacht in der Schuweitz," Hume Selection ... "Floradora," Leslie Stuart Waltz...... " Farfums d' Hiver," Berger Morceau ... "Salut d'Amour." Elgar "God Save the King."

The Universal Garette learns that a Bolgian Company has recently applied to the Waiwapu for sanction to construct an el ctric tramway has been eleverly sketched by an expert, also offer to construct an electric tramway connecting Eho Park Palace with the Peking West Gate free of charge if the Peking-Tientsin line be sauctioned by Imperial Rescript. The proposition, it is further reported, has been referred by the Waiwapu to Vicercy Yuan Shikai for report.

> A natatorial feat at Shanghai is mentioned in the N.-C. Daily News, Messrs. P. Fowler and W. O. Lancaster swam from the Rowing this pontoon off the Cosmopolitin Dock to Woosung Crack, a distance of over 12 miles, in 31 hours. A few friends accompanied them in sampans, administering a little stimulant as required, but neither man seemed the worse for the effort when the journey was accomplished. Although they were assisted by the ebb tide, it calls, says our contemporary, for good stamina and determination to undertake a task that fore mould care to annalate at love :-

Messrs. Ewing & Co., one of the largest well-established firms in Calcutta, and of highstanding, are alleged to have failed for ten lakbs. after regret, some seed from the Formosa The firm suspended payment a fortnight ago trees, and the resulting trees reverted to and this caused a great sonsation in commercial circles. Sir Allan Arthur, the head of the fire is away home on leave. Sir Allan Arthur, who was knighted in 1900, had been President of the Bengal Chamber of Commerce several times between 1894 and 1990; and Sheriff of Calcutta in 1898. He became Mercantile Member of the Vicercy's Legislative Council the same year; and filled this prominent position until a few months ago.

Messrs, Faroham Boyd and Co. launched from their Pootung Works on Saturday the U.S.S. Mindanao. She is a composite ship 140 feet The competition under the auspices of the long and 25 feet broad, whilst under ordinary circumstances she draws about 11 feet 9 inches of water. She is the thirteenth steamer of this class built by Messrs. Fernham, Boyd and Co., and is the third of a repeat order recommended to the Throne by H. E. Chang of five which that firm received after the first contract of ten had been delivered The remaining two will be launched within the next two months. The propelling power consists of one set of compound surface condensing engines having cylinders 18 feet and 36 feet in diamr., by 24 feet stroke, designed Kinshan will sail on a special excursion trip to for a working pressure of 120 pounds per square Macao on the occasion of the Procession of Our | inch, to drive the vessel 11 knots. The Min-Lady of Mount Carmel at the Chapel of Taipa danco after being shouthed with copper will be sent to Manila, where she will have a few small gaus mounted preparatory to entering upon her duties as a revenue cruiser for the the other provinces. Philippines. These boats have been built in the exceptionally short time of four months.

Writing on the required deposit by foreign marine insurance companies in Japan the insurauce correspondent of the Times remarks:-"There is no doubt that the 'protection' of the native insurance companies is part of the general Japanese policy in regard to foreigners. The native banks, whosever insurances are required as security, insist on their cust mers going to Japanese companies. The requirements of deposits would lead to extensive withdrawals of British companies and the transfer of much buriness to this side. A policy of 'retaliation' against the countries which penalise British iusurance companies would be popular, but nseless. It would be no hardship to make foris prohibitive to require British offices to lock up their funds in the securi ies of South American Republics, or even of countries like pan. The principal Japanese company—the Tokie Marine Insurance Company-is represented in London, and the Nippon Sea and Land

The Hon. E. H. Conger, U. S. Minister to TELEGRAMS. Peking, has recently paid a visit to Newchwang.

The Hon. Treasurer of the Alico Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:-Ho Yok Lau, \$25.

The annual review of the trade of India shows China to be India's second best customer. The export distribution figures show China's percentage to be 12.6; Japan's 4.6.

The cost to Great Britain of the Somaliland operations had amounted a fortnight ago to £450,000 and Mr. Brodrick stated in the House of Commons that the p esent cost was about £50,000 a month.

The Chinese cook on board the Empress of China was sentenced to two months' hard labour at the Police Court yesterday for stealing 83 catties of sugar from the steamer. Another Chinaman who was convicted of receiving the sugar, well knowing it to have been stolen, received a similar sentence.

Amongst those invited to the State dinner a the Colonial Office given by the Secretary of State in colebration of His Majesty's birthday were :-- Sir Cecil Clementi Smith, G.C.M.G., Sir William Des Voeux, G.C.M.G., Dr. Patrick Manson, K.C.M.G., Mr. Hugh Clifford, C.M.G., and Major M. Cameron, C.M.G.

General Karopatkin, in laying the foundation of a Port Arthur Cathedral, is reported in a telegram sent to London to have said that Port Arthur was becoming inaccessible to all enemies, no matter how numerous or whence they came. The General seems to have chosen a strange occasion for making the declaration.

The new Commercial Treaty between Great Britain and Persia grants, reciprocally, most favoured-nation treatment; abolishes the Persian 5 per cent. export duty, except for a few articles; abolishes all existing taxes for the maintenance of caravan roads; and abolishes the system of farming the Customs duties, replacing it by Government Customs offices with ample warehouses for storage in bond. By a declaration attached to the Treaty, Persia undertakes to allow British merchandise any reduction conceded to merchandise imported from Russia.

CROPS IN THE NEW TERRITORY.

Reports which we have received from th New Territory state that the harvesting is in full awing, more than half of the first-half of the paddy crop having been cut and threshed. Ploughing and planting for the second crop are in progress. The farmers say that the first crop has been a good average. Pennits are and a good eron this year.

> POLLARD'S FARCE-COMEDY COMPANY.

a greater success than that scored by Pollard's Comic Opera Company, in the early part of this Menila's largest theatre. The Company stay in Hongkong 12 days, during which time the policy of the management is to be quick changes of bill, and in pursurance of this arrangement six plays will be staged during the time men. tioned. The arrangements for the sale of reserved seats will be announced on Monday.

CHANG CHIH-TUNG AND MAN-CHURIA.

The following is reported to be the programme Chih-tung :--

I. Combine with England, America, and Japan to resist Russia, and make a firm protes in St. Petersburg, demanding a definite date of withdrawal.

2. After the withdrawal has been effected throw open Kirin and Shengking to international trade, and notify Great Britain, America, and Japan that this will be done and solicit their assistance.

5. The old Manchu Government in Manchuria must be reformed to conform with 4. The Tartar General of Shengking should

be abolished, and the province annexed to Chihli and placed under the control of Vicercy 5. A big detachment from Vicercy Yuan'

u my should be sent up to protect the Russians and they asked to reduce their force to 6.0%) 6. If Russia should do anything injurious to the privileges, interests, and dignity of China or make any further secret demands. China should appeal to the three Powers for advice

WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report: --The barometer has risen slightly over the N. part of the Sea of Japan and the Philippines.

The centre of the typhoon has passed ver "What is the difference between original sin and Meiaco Sima and lies this morning a little actual sin?" elicited these answers, am no North of the islands It is maying slowly towards NW.

Very had weather in the N. part of the is good sin: the other is had sin." "Original Formosa Channel and over the whole of the Eastern Sea.

Very strong SW, monsoon over the China first, squally latter.

REUTER'S SERVICE. THE LONDON EDUCATION BILL.

London, 29th July. The London Education Bill has passed its second reading in the House of Lords.

SOMALILAND BLUE-BOOK.

London, 29th July.

A Blue book on the Somaliland expedition contains a despatch from General Manning declaring that Col. Plunkett's disaster was due to disobaying Col. Cobbe's orders; Col. Plunkett paid the penalty of disobedience with his life.

AUSTRALIA AND THE MAIL CONTRACTS.

LONDON, 29th July. The Australian Commonwealth, replying to Mr. Chamberlain, have declined to reconsider their decision regarding the non-employment of Lascars in mail steamers; insisting that they are acting for the preservation of purity of race and encouragement for the recruiting of British

THE SUGAR CONVENTION.

LONDON, 29th July. In a debate on the Sugar Convention, Mr Gerald Balfour said there was every reason to believe that Austria and France would bring their systems into accord with the provisions of the Convention, and that the only countries on which it might be necessary to apply the penal clause were Russia, the Argentine Republic, Chili and Peru. He thought the Convention would result in a period of moderate and stable prices which would enable the West Indian planter to earn a living wage.

THE NAVAL DOCK QUESTION.

The correspondence relating to the agitation for the removal of the Admiralty Dockyard Extension was yesterday laid upon the table of the Legislative Council.

In forwarding the petition H.E. the Governor

wrote:- "Apart from the arguments for the

change put forward by the petitioners I venture to submit that the whole question of a naval dock at Hongkong is worthy of careful reconsideration by my Lords of the Admiralty. The Hougkong & Whampon Dock Company have at present five dry docks besides three slips. I one of these docks H.M.S. Powerful has been docked. The company is propagad if the dock capable of acc mmounting the largest vessel affort, they are prepared to supply the again closely examined, especially with regard dock with the latest improvements in machinery | to the Post Office arrangements, the access to and to lay down a plant capable of dealing with | the offices generally, and some of the principal Mr. Alec Middleton, business manager for lang-repairs that could be required for H. M. matters of arrangement affecting the Departthe Pollard Comedy Company, has returned ships and to give to the naval authorities per- ments to be accommodated. Members having to Hougkong to arrange for the opening per- petual right of priority. Messrs, Butterfield & expressed themselves in favour of the design formance. The Manila season, he says, is even. Swire are also at present constructing a dock numbered 2, the description of the proposed of the largest size. I venture to say that with | building which accompanied that design was such docking facilities existing and prospective road. Sir C. P. Chater then moved that year, which was up to that time a record for the repairs of His Majesty's ships would be the design numbered 2 be accepted. Mr. executed in an entirely satisfactory manner | Shewan seconded. - Carried unanimously. and at a very substantial saving to the Imperial It was munimously agreed that the design Government. The Dock Company have numbered I be awarded the further premium of a thoroughly efficient staff with the best ap. \$1,500 provided under the conditions of competipliances, and there is constant work, while a naval dockyard must have an expensive establishment always at full strength, while it is proposed building which members desired to improbable that the work required for the have laid there before the Government, Mr. Fleet on the China Station will keep the dock | Shewan moved that, in view of the great value fully occupied all the year round. The annual of the property; the fact that the building is expenditure involved is very considerable and | designed to take a fourth storey; and the prowould urge upon the Lords Commissioners of the Admiralty the advisability of sending of the Departments to be housed will be required out a Commission to enquire on the spot into at no very distant date; the building should, the important questions involved. There is in in the first place, be constructed four storeys Hongkong capital and enterprise sufficient to in height. Mr. Dickson seconded. It was carry out any scheme of docks that H s Majesty's | pointed out by Sir C. P. Chater and Mr. Shewan Government may decide to be necessary.

When the unfavourable reply was received from Mr. Chamberlain, the Governor intimated storeys high. The motion was agreed to unaniin his acknowledgement that the information | mously. had been received by all sections of the resident | CONVICT PRISON ON STONEOUTTERS' ISLAND. community with much regret:

THE POLO CLUB GYMKHANA,

Weather permitting, the Polo Club Gymkhana takes place this afternoon on the Happy Valley Raco-course; commencing at 4 p.m. Intimation is made in our advertisment columns that in the event of the weather being unfavourable the Gymkhana will be postponed until Monday.

LATEST STEAMER MOVEMENT.

The N.Y.K. steamer Bombay Maru (Bombay Line) left Singapore for this port on the 29th ult., at noon, and is expected here on the 4th

A wealthy Australian Scotsman died some

years ago, and bequeathed a considerable sum of money to provide perpetual prizes to the Presbyterian children of the Commonwealth for proficiency in Scriptural knowledge. The latest report of the Allan Bequest Committee, presented to the Presbyterian General Assembly in Melbourne, contains some entertain ng reading. cthers:—"Original sin is Adam eating forbidden fruit; actual sin is Cain killing Abel." "One sin is sin without murder; but actual sin is sin. meaning swearing." "Original sin is the things we ought to do; notual sin is the things | Engineer, 5 Overseers, and 1 Clerk, been carried we ought not to do." "Actual sin means n went Forecast: -Fresh W. to SW. winds; fine at of obedience; but original sin is work of a Providence."

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present :-

HIS EXCELLENCY THE GOVERNOR. Sir HENRY A. BLAKE, G.C.M.G. HIS EXCELLENCY Sir W. GASCOIGNE. K.C.M.G. (Commanding the Troops).

Hon. F. H. MAY, C.M.G. (Colonial Secretary). Hon. Sir Henry Spencer Berkeley, Kr. (Attorney-General).

Hon. A. M. Thomson (Colonial Treasurer). Hon. Commander R. M. RUMBEY, R.N. (Harbour Master).

Hon. W. CHATHAM (Director of Public Works).

Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).

Hon. Sir C. P. CHATER, C.M.G.

Hon. C. W. DICKSON.

Hon. Dr. Ho Kat, C.M.G. Hon. WEI A YUK.

Hou. R. SHEWAN. Hon. Gershon Stewart

Mr. H. F. Jounston (Acting Clerk of Conneils).

FINANCIAL The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 29 to 3t) and moved that they be referred to the Finance Committee. The COLUMIAL TREASURER seconded, and the motion was adopted.

The CCLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 6) and moved its adoption.

The Colonial TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the report of the Director of Public Works

for 1902 and correspondence respecting the proposal to remove the Naval Yard. THE NEW POST OFFICE. The DIRECTOR of PUBLIC WORKS laid on

the table the following minutes of the Public Works Committee:--Compatitive Designs for Post Office. Treasury, &c.-The designs, three in number, were closely scrutinised and, after some discussion as to the best method of procedure, it was ununimously agreed that a comparative statement should first be drawn up, showing, in parattel columns, the requirements set forth in

the conditions of competition and the extent to which these were fulfilled by the several designs and that this statement should be forwarded to the Heads of Departments to be housed in the new building with a request that they wall criticise the designs and state which they considered best in point of arrangement as rogarded their various departments. At a meeting hold on 13th July the raplice

to the request of the Committee for criticism of the designs submitted, which had hear received from the largue fleads of Departments concerned, were read. The designs were tion. The Chairman having asked whether there was any other matter relative to the bability that additional accommodation for some that the building would be more in harmony with those adjacent to it if it were made four

The D.P.W. also submitted minutes showingthat at a meeting of the Public Works Com mittee on 20th July the Chairman laid before the Committee plans which had been prepared for the establishment of a Convict Prison on Stonecutters' Island and explained that the scheme was e pable of being expanded so as to provide ultimately for the removal of the entire Gaol to that place so far as such removal was deemed practicable. He also read the report of a Committee appointed in 1901 to consider the question and certain recent corre pendence between the Comusi Office and War Department on the subject. After some discussion, the Honourable Colonial Treasurer moved :- That the Government be requested to have the report of the committee appointed in 1901 to consider the question of transferring the Gaol to Stonecutters' Island, together with any subsequent papers bearing upon the question, printed and furnished to this Committee. Hon. C. W. Dickson second d. For the motion there voted Hon C. W. Dickson, Sir C. P. Chater, the Colonial Treasurer, and the Director of Public Works; and against it Hon. R. Shewan. The Committee then adjourned.

THE PUBLIC WORKS COMMILBION. Hon. R. SHEWAN asked-Has the recommedation of the Public Works Commission that the following additions be made to the Works Staff. viz :-- 2 Executivo Engineers, 1 Assistant

out, and if not, why not? The COLONIAL SECRETARY-IR snewer, sir.

articles of clerkship with Mr. G. K. Hall Sir William Goodman, has, in consideration of his own personal knowledge of Mr. d'Almada e Colony, and we need hardly say that any bound under his articles of cles, ship,

to the hon, member's question, the whole of the staff recommended by the Commission which enquired into the Pub ic Works Department has been appointed with the exception of one assistant engineer for maintenance work and one overseer for reads inside the City. The increase of the staff recommended by the Commission was based on the assumption that a sum of nearly \$800,000 would be spent annually on public works extraordinary. With the large expenditure on water-works, part of which are being carried out by a private firm, it is not contemplated that the Colony will be able to spand so much as was contemplated for public works exclusive of water-works. Therefore a smaller staff than was recommended appears to be sufficient.

FIRST READINGS.

The following Bills were read a first time : .. An Ordinance to set apart a holiday to be kuown as "Victoria Day" in loving rememprovide for the Recovery of Costs and Charges | remark he may desire, incurred by the Colony by and on behalf of imbecile persons introduced into the Colony: an Ordinance to pravide for the Regulation of the Export of Cattle and other Live Stock from the Colony.

WATERWORKS CONSOLIDATION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to repeat Works in connection therewith.

The following objects and reasons were attached:

The Water-works Consolidation Ordinance (No. 29 of 1902), which provided for the disconnection of all services to terement houses. except in special cases, and the supply of such premises with water from public fountains placed in the streets and lanes did not meet with the approval of the Secretary of State for the Colonies and instructions were received to modify its provisions in such a way as to enable the services to be retained whilst facilities were to be afforded for controlling the supply of water in case of need.

This has been done by providing in the present Bill for the supply of practically the whole of the Chinese portion of the City through "rider-mains." These are subsidiary mains, to which all the services to the houses near which they are laid will be connected, and, as they can be shut off by means of valves from the principal mains, the supply of water to the houses can be restricted to any extent considered necessary without shutting off the water from the City generally as has to be done at present. The powers of restriction are vested in the Water Authority, __bject to the general Contro of the Governor in Council.

The areas within which the "rider-main" system is to be applied are to be defined by the Governor-in-Council and, when an area has been so defined, all services to tenements within it will be disconnected from the principal mains and connected to the "rider-mains" as the are laid, 'unless the Governor-in-Council expressly allows any tenement to retain its service connected with the former. This is necessary to provide for premises in which any trade may be carried on, for which a constant supply of water may be practically essential, or which, for other reasons, it may be considered desirable to exempt from the "rider-main" system.

. The cost of constructing the "rider-mains and making the necessary alterations in the services will be charged against the owners of the various tenements within the areas defined by the Governor-in-Council.

Outside the areas defined by the Governor-in-Council and in all cases of exemption within these areas, all services are to be provided with

This is merely an extension of the system which has been in force outside the City of Victoria for a number of years past. In the Hill District and in Kowloon all supplies. though services to private premises, are present metered.

In the case of metered supplies an allowance of water in proportion to the rateable value of the premises will be given in respect of the water rate, which is included in the general rates, but all water used over and above that allowance will be charged for as "excess consumption." This, it is hoped, will conduce to the prevention of waste, which is the chief object aimed at in this Bill, as it was also in that which it is intended to roplace.

In periods of scarcity of water, the intermittent system of supply will be put in force in the "rider-main" districts only and, as it will be possible to afford every tenement a supply within a very brief period, it is believed that the necessary economy in the consumption will be effected without extending the system to the City generally. This will enable the occu-, piers of premises which are supplied by meter to enjoy a constant supply of water and it will also provide means for dealing with outbreaks of fire, as all the principal mains will be constantly charged with water.

Until the "rider-mains" have been applied to ! a considerable portion of the City, it may be, necessary to revert to the universal application of the intermittent system as hitherto, but it is ! hoped that, with their application over an extended area, this will become unnecessary.

The Colonial Secretary seconded. General Gascotone Before you put the question to the vote, sir, may I ask if this Bill

has been submitted to Mr. Chadwick? H.E. the Governor-No.

sume as that existing.

General GASCOIGNE - But has Mr. Chadwick seen the Bill? The ATTORNEY-GENERAL I think not. It

principle involved is the same. General GARCOIGNE-I think, if I may be allowed to be in order, that it is only my duly to point out some of the remarks that were made to me by Mr. Chadwick last year just after the water famine You, sir, were away from the Colony on the occasion of the Coronation of His Majesty----

The COLONIAL SECRETARY-I do not wish to interrupt His Excellency but I may

H.E. the Governon-His Excellency the Major General is in order. The ATTORNEY-GENERAL-I desire to in-

terrupt too. The Governon-I would suggest to the branes of Hec Most Gracious Majesty the late | hon. Attorney-General that he allow the hon. Queen Victoria: an Ordinance to prevent | Major-General to speak on the question of intension by other than servant of the occupier | whether this Bill should be read a first time, of premises into the portion of such premises | and after the hon. Major-General has spoken it used as servants' quarters; an Ordinance to will be for the Attorney-General to make any

General Gascotone-I will, if I may be allowed to. You, sir, were not in the Colony last year-you were attending the Coronation of His Mujesty-at the time of the water famine. I had the honour at that time of administering the Government in your absence, and the period of anxiety the Council and I went through at that time will be remembered by some of The Water-works Consolidation Ordinance, the gentlemen who are present here to-day. 1962, and to provide for and regulate the We began to look into the water question very Supply of Water in the Colony of Hongkong | early indeed in February so we were not and for the Maintenance and Repair of the | caught napping in that respect, but the famine went on and on until-I am speaking from memory-the first week in May. We had an importation of cholers, which was imported, it is true, and it was a most auxious and serious business for me and for the Council to face the drought which was impending over us. I he Council gave me a free hand and assisted me in every possible way with advice and counsel, and I am bound to say the public of Hongkong showed the most loyal patience and forbemance in bearing the terrible troubles that came upon them in consequence Then as our reservoirs became empty and after they were almost absolutely dry the rains came on by a dispensation of Providence. Mr. Chadwick, who had been with "me practically the whole time when that pressure was over Hongkong, said to me what I wish to point out to the Conneil before this Bill goes any further. He said to me, "General, you have got the opportunity of your life. When I came to Hongkong to make these reservoirs in Hongkong there was at that time an Officer -Administering the Government like yourself. 1 proposed to that Officer that the water should he cut off from Chinese tenement houses so as to prevent waste and it was the only measure

it mot with an enormous amount of opposition; and Mr. Chadwick said to me that as when he made these reservoirs they looked so vast to him at that time-the Colony then not being anything like the size it is now as regards population—he felt that perhaps to throw upon t he Acting Governor-which was not the same thing as the real Governor -the responsibility of an unpopular measure if it was perhaps not absolutely necessary, would be a hard thing: and he therefore recommended that the actual Governor of that day should not do it; and he told me he had only regretted that decision once and that was ever since. "Now." he said, "you have the famine upon you. Everybody has suffered and now is the time to make this Ordinance of prevent waste." He told me, "Gineral, as long as you do not positively prevent the waste of water that goes on you will never have sufficient water even though you may make Hongkong one vast reservoir, but I tell you that if you can check the waste that goes on in Chinese houses you will have sufficient water in ordinary seasons, in every asseon, even without new reservoirs. I came down very much im pressed by that to the Council and there are many gentlemen on the Council to-day who will remember that when it was first proposed they were averse to it. They were of opinion that the supply should be one and the same for both Europeans and Chinese. The question was threshed out in committee of the Council and afterwards those who were at first against it came round-and we passed the Ordinance that is now in the course of being altered and amended; and all I can say is that I personally felt that the very insunificant part I took in it

was a proud one because I felt that we had done a thing for Hongkong which was a lasting benefit to the Colony. I am aware that the Secretary of States for the Colonies, as put in the objects and reasons of the Bill, has telegraphed to your Excellency asking if no other way can be found? I respectfully submit that the answer should be, "No; for we know no other way to prevent waste but the way recommended by Mr. Chadwick, the expert you yourself sent out. Ask his opinion, and we are prepared to abide by his opinion." If I may move a resolution. I move that the Bill be not

read a first time. The Governor-I venture to point out that hefore we can go farther in this discussion these observations of His Excellenc, the Major-General would more properly be made on the reading. The Bill is really not before | tint I am instructed to introduce for your conwhat is the meaning of the Bill until it is This is an almost unprecedented motion.

discus ing the Bill as brought tefore them. to give way in this matter, but as I shall not be principle of the Bill. The house is pledged to prount at the next meeting of the Council I i nothing; I ask no more than leave to introduce

would ask your indulgence. HIS EXCELLENCY signified his consent, and, gentlemen who sit opposite this is, not the time is not necessary that he should, because the Hon, Mr. Shewan proceeded-I was very to either accept or refuse it It has not pleased to hear the remarks that have fallen | reached that stage yet. All I ask is that the from your Excellency with regard to the Council give mo leave to bring in the Bill and I position of matters and our being given time to | will afterwards, I think, to able to bring home consider the Bill in the second reading. At the to their knowledge facts which I believe after last meeting of the Council I strongly objected they bear and digest they will find worthy of to a Bill being rushed through the second consideration. I appeal to the hon. Majorreading without printing the amendments or Genomito withdraw this motion, because I am giving the public time to read the Bill and con- sure he had no conception of the effect it sider it. I do not know, but I suppose that the would have; but if it is not withdrawn I move intention in deciding that a Bill should be read I that it be rejected. three times was that the Bill should be discussed and considered three times. However, we will motion such as this. A negative will be quite come to that part later on. With regard to sufficient. this Bill, if you will allow me I should | On a vote being taken the first reading was like to second the motion of His Excellency carried by a majority. Major-General Gascoigne, with whose remarks in maling that motion I entirely agree. The Bill we had before us last year | The ATPORNEY-GENERAL moved the second was very carefully considered, but we have reading of the Bill entitled an Ordinauco not tried it. I do not think it is right to amond the Foreshores and Sea-Bed Ordinance that, after we had carefully considered and No. 21 of 1991, and to repeal sub-section (c.) of discussed and thoroughty threshed out the section 1 of Ordinauce No. 11 of 1902. He said question of the water supply of this Colony, | The reasons for the introduction of this Bill which was certainly a very great evil last are set out in the objects and reason attached to year, we should have all our work undone the Bill, which are as follows:-To reduce. on account of a few Chinese architects, the period of notice required by the first proviso who, after all, are only led by the mose by a for section 3 of Ordinauco No. 21 of 1901 lot of clerks from architects offices, in whom from three mouths to one wouth. The reducis exempified the old saying, "A little | tion is desired because it has been found knowledge is a dangerous thing." I think it is unnecessary and inconvenient in practice to possible that better ways may be found, but | require such a long period of notice as three why not let us first try the hydrant system? | months to be given before the Governor can We know that Chinese coolies and other grant Cross lease of foreshere or sea-bod. people like that will waste the water, while we now move, sir, that this Bill be read a second who pay by the meter have to suffer. Let the | time. Government first try that system: if it will not work in a certain district, thou it will be

> ment side, and the Government ought not to go back on them now. The Colonial Secretary—Sir, if I may and for other purposes. be allowed to say so, with all respect to His Excellency and the hon, member who seconded his amendment, I think the object of this Bill has been misapprehended; it is quite as much to stop waste as was that of the Bill which was introduced last year. The rider-main system was first proposed by Mr. Chadwick himself, with a view to-

time to consider other measures. I agree with

Major-General Gascoigno that the matter was

very corefully considered and threshed out, and

before we do unything more we ought to consider

this scheme, especially as it is endorsed by the

expects. I think we could have get more impar-

tial experts, but still, they were on the Govern-

Hon, R. Shewan-Sir, I hink the Colonial Secretary is out of order. The ATTORNEY-GENERAL - The Colonial

Secretary is quite in order. Hou. Mr. Shewan-He seconded the motion. The Attorney-General—But he can reply to the subsequent motion. I made a motion, and the Colonial Secretary seconded; the hon, member oppo ite, H.E. Major-General Gascoigne, then made a subsequent motion, that also has been seconded. The Colonial Secretary is entitled to reply to that motion, which is a separate and

distinct one from the original motion. His Excellence ruled that the Colonial

Secretary was in order, and, The Colonial Secretary proceeded-The rider-main system was first proposed by Mr. Chadwick himself with a view facilitating the distribution of water during the operation of the intermittent system. The ridermain system can be equally well adapted to the that it is now sought to be introduced for the prevention of waste. It is simply, if I may so describe it in a few short words, a system of huge meters for one block of buildings of apparate meters for separate houses. The principle of the onrefully considered by both Mr. Chadwick and Professor Simpson, who was here at the same time as Mr. Chadwick, and it has been a lopted and endersed by both of these experts. not think, sir, that the suggestion of the hon. member who seconded the motion that this Colony should go to the expense of first introducing a street fountain system, will commend itself to this Council. It will cost a great deal of money, and after all will only be in the nature of an experiment. I repeat again, the object of the Bill, the object we all have before us, is the prevention of waste. The experts, especially Mr. Chedwick, were of opinion that the waste could be stopped by this system, the Government are strongly of that opinion, and the experts who advised us here are also of the same opinion, and we trust that the hopes of His Excellency the General Officer Commanding, that waste will be prevent

ed, will be realised by this Bill as much as by the Bill which he fathered. The ATTORNEY-GENERAL --- I hope the Council will at once reject this motion, which is one which, whatever it may be designed to do, will have the effect of stifling the discussion of a matter of the greatest interest to the Chinese in this Colony. The Chinese in this community are as a hundred to one or more, and they by an immense majority in a petition to the Secretary of State laid before him certain reasons which they believed aught to be laid before him to allow this Government to introduce a measure which would alter in some particulars the Water Bill we passed last year. I say at once that neither the hon, member who moved the rejection of the Bill nor the hon, member who so conded intended or wished for an amendment to prevent the Chinese members of this community from being heard in this Council and advocating anything that they believe to be for their good. Whatever the hon, mover and the hom seconder may desire, the effect of their motion if entertained by this Council would be to impose upon the Chinese a measure which they believe to be against their interests and to prevent this Council from having an opportunity of hearing anything that can be said on their part. would ask the hon, mover and seconder to withdraw the motion, which I am sure must have been made under a misapprebension. is one of the most unusual motions ever made in any legislative or deliberative body that leave be not granted to introduce a Bill. is to say, "I won't hear you; I do not advance; I wen't hear you.'

Hop. Mr. Shewan-Hear, hear. The ATTORNEY-GENERAL--It is not a case of "Hear, hear" but of "Not hear, not hear, won't hear." What I say is, I want you to hear. I have reason to believe that the Council will hear, and I am sure the Council will hear and, when they have heard, approve of the Bill the Council at all until it is read a first time sideration. Now, to come back to the spot and it is impossible for the Council to know | where the hou, member interjected his remark. brought before them and read a first time, I you look through the records of this Council When the Bill comes on for second reading, | think it will be very difficult to find any case then. I venture to suggest to His Excellency, in which leave has been refused to introduce would be the time for the observations that Bill for the consideration of the Council A have now been offered. The Bill is not yet the remarks of the hon, mover and seconder of before the Council at all. The first reading | the motion and of the hon. Colonial Secretary is always a matter of pro forma. When the on this Bill have been directed not to the Bill is brought on for so and reading hon. motion, which was a respectful request to the

The Attouncy-General-'The Bill is the | members will have an opportunity of seeing and | Connoil for leave to introduce a Bill, but to what may be called the principle of the Bill. Hon. R. SHEWAN-Sir. I would be willing Now, eir, this is not the time to discuss the this Bill. Despite the remarks of the hou.

The Governor-There is no necessity for a

FORESHORES AND SEA-BED

ORDINANCE.

The COLONIAL SECRETARY seconded, and the motion was agreed to. The conneil then went into committee on the Bill, and a new clause having been added the third reading was not taken when the Council

BAND CLAIMS IN THE NEW TERRITORY. The Council went into committee on the Bill entitled an Ordinance to facilitate the hearing. determination, and settlement of land claims in the New Territories, to establish a Land Court, A number of amendments were made, and

the Bill was left in the committee stage. SUPPLEMENTARY ESTIMATES. The Council went into committee on the Bill entitled an Ordinance to authorise the

Appropriation of a supplementary sum of \$800,201.40 to defray the Charges of the Year No alterations having been made, the Bill.

on the Council resuming, was read a third time and passed. RENT RECOVERY IN THE NEW TERRITORY The Council went into committee on the Bill

entitled an Ordinance to repeal the New Territories Rant Recovery Ordinance, 1992, and to make other provisions in lieu thereof.

On the Council resuming, the Lill was-read a third time and passed. THE PUBLIC WORKS STAFF.

Hon, R. Shewax-Sic, I beg to move the adiournment of the debate in order to cal attortion to the answer I received from the Colonial Secretary to my question. Time after time the Public Works Department has been severely criticised for not doing its work properly, and time after time—

His Excellency-Might I suggest to the hon, member that the is harly in order. This moving of the adjournment of the debate for the purpose of calling attention to any olettely, by bringing thewhere appleasure cons-If I might suggest it to the hon, member, in any matter which he wishes to debate or have thoroughly threshed out it would be better to have some resolution on the paper, and then the Colonial Secretary or the Director of Public Works, as the case may be, will give you a satisfactory answer. I think that on consideration the hon, member will see that is the better thing to do, and that the matter can then more thoroughly gone into. Any answer you have received and object to can be debated, and it, will be more satisfactory than a statement made on the spur of the moment.

Hon. Mr. SHEWAN-I should be happy do as you suggest, sir, but I may not be present at the next Council meeting. I simply wish to record my--The ATTORNEY-GENERAL-I beg, sir, to

move that the Houss do now adjourn. HIS EXCELLENCY -No. no. The ATTORNEY-GENERAL-I have the right

"His Excallency—The hon, member [Hon, Mr. Showan' is making a motion. The ATTORNEY-GENERAL-He has moved

thoadjournment of the debate. HIS EXCELLENCY—The hon, member mus be heard; and I trust he understands that I do

not wish to curtail his remarks in any way. Hon Mr. Shewan-I simply wish to express the opinion that the Government are taking a great responsibility upon themselves in flying in the face of that Commission-a Commission on which the previous Colonial Secretary sat Now the present Colonial Secretary simply ignores the recommendations of the previous Colonial Secretary and the otter gentlemen on that Commission, and I wish now to express my emphatic dissent from the acti n of the Government. When the public complain in future to the Director of Public Works that the work is not properly done, the reply will be that he has not a sufficient stuff, and theresponsibilty for his not having a sufficient staff

will now rest with the Government. The COLONIAL SECRETARY—Sir, I should like to say a few words, if I may. One of the points that came up before the Public Works Department was whether outside firms should be employed or not. The decision was no, and the reinforcement of the Department was with the object of carrying out all the work that lay outside the City. Since that decision was come to a very large work indeed the Kowloon waterworks, has been placed in the hands of Messrs. Denison, Ram & Gibb. The Post Office has been designed by an outside firm, as well as other work, including the Bacteriolog cal Institute, and I may say for the information of the Council that Government whether you have reason or no reason to put has paid as commission to Messrs. Denison forward for the proposal you are going to Ram & Gibb something like \$80,000 for doing the work of the Public Works Department. This ended the discussion.

> FINANCE COMMITTEE, A meeting of the Finance Committee was held immediately after the Connoil, the Colonial Secretary, Hon. F. H. May, C.M.G., presiding. The following votes were agreed to :--PUBLIC WORKS.

> To Governor recommended the Council vote a sum of \$29,000 in aid of the votes for the following items under "Public Works, Annually Recurrent Expenditure ":-- :-Maintenance of Public Cometery ... \$ 2.000.00 Maintenance of Praya Wall and Piers 6,000.00 Maintenance of Lighthouses ... Miscollaneous Strvices Water Works, Miscellineous ...

\$29,000.00

PHOTOGRAPHIC

PLATES. PAPERS AND CHEMICALS EASTMAN'S RODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAF, HONGKONG.

CATTLE DEPOT EXTENSION. The Governor recommended the Council to vote a sum of \$25.0 0 in aid of the vote for "Cuttle Depot Extension" under Public Works I xtruordinary.

HOSPITAL EXTRAS. The Governor recommended the Ceuncil to vote a sum of \$33463 in aid of the vote for Personal Emoluments, Medical Departments :--Kennedy Town Hospital:-Increases to Salaries of Permanent

Salaries for Temporary Staff

Hospital Hulk Hygcia :- .. Salaries for Temporary & taff... ...

Total PRAYA MAST RECLAMATION. The Governor recommended the Council to vote a sum of \$28,060 in aid of the vote for Praya East Reclamation under Public Works Extraordinary.

TREE-PLANTING. vote a sum of \$1,600 in aid of the vote for Tree Planting under Other Charges, Botanical and Afforesiation Department.

MEDICAL DEPARTMENT CHARGES. The Governor recommended the Council to vote a sum \$460 in aid of the vote under "Other le Charges." Medical Departments :

Nursing Institute. Rent of Temporary Quarters \$46.00 This was all the business.

WARNING TO HONGKONG.

We quote the following extract from an article on Hongkong appearing in the Times of India and written, we presume, by the Editor of that journal who passed through on his way home via Siberia a couple of months ago:-

of the days when the rich Chinese would oust the Europeans from the possession of the Peak. To anyone who knows certain cities of India, the forebodings are not vague at all; the hand writing was writ large upon the wall five years ago. Then few people in Hongkeng would listen to the warnings of a casual stranger within their gates; now, it is almost a relief to of settlements have declined to \$213, after small find that they are growing a little apprehensive. For the changes then predicted are coming to finding any sollers. New Amoy Docksunchanged. pass. The Chinese are growing rapidly in wealth and influence, and some of them delight kong Lands could be placed in small quantities to live in large houses and outvie : European. They have crept up slowly from the | mand at that rate. West Points remain without borders of the harbour, until they have acquired | business. Humphreys Estates have been placed many of the houses in the fine terraces immediately above the business city. Soon fewthe Chinese will cast longing average and then villas on the cool heights of the lenk. They have plenty of money, and can outbid the Englishman, with his diminishing income, his costly trips to Europe, and too often his establishment in two countries at once. When the Chinese start to scale the Peak, they will go there with a rush; and thus it will come to pass that, serene Bank ordinary half-yearly meeting on 15th in their lofty retreats, they will look down upon August; transfer books close 1st August. the unforceeeing English sweltering o'nights in | United Asbestos Oriental Agency, Limited, the city that their forefathers squandered their Valley bear mate witness. It will be a sight for I transfer books close on 10th August. some Chinese Teufelsdrockh to moralise over. as he sits alone with the stars.

This is no fancy picture. Anyone who has lived in India with his eyes open, can see it coming in Hongkong. Already, one hears the Europeans-not those born in the colony. but those who have migrated thither with their wives; and families—are in some instances living in one or two roms in tenements in the midst of Chinese. Those with good incomes are finding it increasingly difficult to get houses in cool localities at reasonable rents; soon, if they do not take care, THE CREAM OF most of them will find themselv a shouldered off the Peak altog ther. It is all very well for Excellencies and Councillors and People's Tribunes to deblatterate—with one eye on the Colonial Office-fine sentiments about impartiality and Imperial magnanimity and so forth; but one who is not ashamed to be an Englishman first: in this matter of decent dwellings in cur tropical possessions, thinks first of his own kith and kin. It is all very well for rich bankers and merchants on the verge of retirement to say "It will last our time"; but they should remember also those who will have to come after them. Hongkorg is a British achievement. It was a desolate island when Great Britain acquired it. To reserve that portion of the island best suited for the residences. of Europeans for their sole use, would involve no injustice to the Chinese. Hardly a single Chinese has invaded the Peak so far: and I have held, ever since I first saw Hongkong. that all land above a certain altitude should for purposes of residence-not for ownership of property—be declared an European reservation. The arguments that the Peak is costly to live at, and that there are plenty of good dwellinghouses at Kowloon, do not affect the contention that the Peak should always be kept clear of Chinese. Nor, it may be urged, does the proposed European reservation in the New Territory - which the Colonial Office vetoedmodify materially what has been here set down. A large European quarter in the New Territory might be difficult to defend in an emergency; it would be more remote from the business centres than the Peak, and neither so cool nor

Poss bly this outburst may cause a smile here and there in Hongkong; but if it were not foredoomed to be forgotten in a day, I do not think it would be smiled at twenty years hence. Fature English dwellers in Hongkong will wish that their prodecessors had thought a little less about the Navy League, and a little more about JEWELLERY. DIAMONDS, PEARLS themselves and their successors. When all the villas at the reak are in the possession of rich Chinese, the English of Hongkong will arise and curse the apathy of their brothren who went 16,000,00 | before them.

It will then be too late. But—it is not too

JOINT STOCK SHARES.

Messis. Vernon & Smyth say in their weekly share report, dated Hongkong, 31st July,-The market continues abnormally dull, and whilst rates are fairly well maintained, business is very restricted. The monthly settlements to-day have been satisfactorily negotiated, but until money is easier no improvement in the market can fairly be looked for

BANKS .- Hongkong and Shangbais remain quiet but steady at \$680 with small sales for cash, and it is apparently only the difficulty of finance which prevents a large domand for the stock at present rates. Shares could be placed forward plus about 8 per cent, per autum interest but holders ask 10 per cent. to 12 per cent. Nationals are in demand at \$27, but shares are scarce and only very small sales have taken place.

MARINE INSURANCES. -- Unions remain unchanged with a small business at \$5.0. China Traders have found buyers at \$62 and latter at \$61, closing steady at the latter rate. Yangtszes are somewhat firmer with probable bayers at The Governor recommended the Council to 8:5. Cantons have been negotiated at \$180

closing steady to strong at that rate. Fine Insunances .- Hongkongs have ruled quiet with small sales at \$5275. Chinas have found further small buyers at \$57 and \$88, but close with sellers at the latter rate. SHIPPING .-- Hongkong, Canton and Macaos

after sales at \$3:1 have been done at \$381. market closing with sellers at that rat-Douglases have been taken off the market at \$401 and \$41, closing with buyers at \$401. Shell-Transports have changed hands at \$23a. and 24s, closing at 24s, sellors. Star Forries remain unchanged with no business to report. Judos have ruled weak with little or no business at \$94, closing with probable sellers

under that rate. Refineries.—China Sugars: a small demand for the settlement temporarily strengthened the market, and a few lots changed hands at \$93 and \$94; at time of closing, however, the market Finally-need it be said ?-we heard grumbles is quieter with probable sellers at \$95. On time about the rise in rents, and vague forebodings shares changed hands for August at \$95 and November at \$98, forward sellers ruling the market at time of cloring. Luzons are still enquired for at \$10 without leading to business. MINING -Punjoms have changed hands in

> at that rate. Raubs unchanged and without Docks. Wharves and Godowns.-Hongkong and Whampoa Docks under the influence sales during the week at \$215. Kowloon Wharves continue in demand at \$88 without LANDS, HOTELS AND BUILDINGS .- Hong-

fair lots at \$2 and more shares could be placed

at \$155 ex interim div. paid on the 28th instant: Hotels after sales at \$150 close in de-

at \$12.25, \$12.15 and \$12. COTTON MILLS.—No change or business to

MISCELLANEOUS - Green Islands bave found China Borneos nd. continue in demand at \$24. Watsons at \$144. No further business to report under this heading.

MEMOS. Hongkong, Cauton and Macao Steamboat Co., ordinary balf-yearly meeting. on 4th August. Wm. Powell, Limited, ordinary yearly meeting on 5th August: transfer books close to-day. Hongkong and Shanghui ordinary yearly meeting on 5th August. Hongkeng and Whampon Dock Co., Limited. lives to create, as the graves in the Happy ordinary half-yearly meeting on 24th August;



TELEPHONE No. 135.

SCOTCH WHISKIES

KING EDWARD VII,

EXTRA SPECIAL LIQUEUR,

AT \$22.00 PER DOZEN

KING EDWARD VII, · LIQUEUR,

AT \$16.50 PER DOMEN

OUR STANDARD BLEND AT \$15.00 PER DOZEN.

H. PRICE & CO.

WINE MERCHANTS.

12. QUEEN'S ROAD CENTRAL. [41

GENERAL EXPORTERS.

DEALERS IN PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND CHINESE CURIOS. Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S BOAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.).

Hongkong, 16th May, 1903.

ordered for a fixed period will be continued un il countermanded. Orders for extra copies of DARLY Pushs should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Oash.

Telegraphic Address: Pass. Codes: A.B.C., 5th Ed-

NEW ADVERTISEMENTS SOCIETA COLONIALE ITALIANA.

P.O. Box, 33, Telephone No. 12,

XXE have OPENED to-day a new BRANCH of our Firm in CANTON. MR. F. MANDELLI is authorised to BIGN our FIRM PER PROCURATION. Canton, 18th July, 1903.

KENNEDY'S HONGKONG DAIRY

AS this day REMOVED their TOWN OFFICE to No. 11, BEACONSFIELD ARCA DE. G. W. GEGG. Manager.

Hongkong, 1st August, 1903. HONGKONG RIFLE ASSUCIATION.

THE COMPETITION TODAY (SATURDAY), the lat instant, will be for the LONG RANGE CUP and SPOONS, commencing at 3 P.M. Ranges: 700 and 800 yards. 10 Shots and a Sighter at each Range. M. S. NORTHCOTE, Hon, Secretary.

Hongkong, 1st August, 1903. POLO CLUB GYMKHANA.

TITHE above Gymkhana will be held at the RACE-COURSE TO DAY (SATUR-DAY), 1sr AUGUST, commencing at 4 P.M. In event of unfavourable weather, the Gymkhana will be Postponed to MONDAY, 3sD AUGUST, at same time and place.

By kind permission of Major Rudcliff and Officers 33rd Burma Infantry, the Band of that Regiment will be present. At the conclusion of the Races, Mrs. F. H. May has very kindly consented to present the

Prizes. Admission to the exclosure \$1; Ladies free. DAY), 1st AUGUST. Hon. Secretary. [2177]

* Hongkong, 1st August, 1903. TO THOSE CONCERNED.

IDLEASE take notice that J. R. POWEL GRANT, Esq., lately Agency Director of the NEW YORK LIFE INSURANCE COMPANY of the Hongkong Office, is no longer in the employ of the New York Life Insurance Company, and that his Connection therewith Ceased as of June 30th; 1993.

Any Payments due the New York Life Insurance Company shall be paid at the Office of the Company in Hongkong, to the Agency Director in Charge, Mr. C. H. COULSON. G. E. TUCKER. Resident Secretary.

POSTPONEMENT. DOUGLAS STEAMSHIP COMPANY,

Shanghai, China, 27th July, 1903.

LIMITED. FOR SWATOW, A MOY AND FOOCHOW

MIHE Company's Steamship Captain Roneb, will be despatched for the above ports TO-MORROW, the 2nd inst., at 8 A.M. Eor Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 1st August, 1903. NOTICE TO CONSIGNEES.

TIME P. & O. S. N. Co.'s Steamer

" VALETTA." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and pluced at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark. and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-From London, &c., ex s.s. Victoria. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-DAY, the Blst inst. Goods not cleared by the 6th August, at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

downs for examination by the Consignee's and | CROCKERY and GLASS WARE, VASES. the Company's representative at an appointed | &c., &c.; hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, - Superintendent. Hongkong, Sist July, 1903. INHE HONGKONG WEEKLY PRESS is now ready and contains:-Leading Articles :---England's Piscal Policy.

Manchuria. The Rumoured Imminence of War. aton River Traffic. Concuption in Government Departments. The or icle Constitut. Foreign + rade in Corea and North China. Hongkong Sanitary Board. Health of the Colony.

Sir E. Satow in India. Public Works in 1902 1st Batt. Sherwood Foresters. The Northern Crisis. Requiem for the Late Pope Leo XIII. The Inquest on Mr. Hector Sampson. Hankow-Canton Railway. Supreme Court. Correspondence.

Canton. Notes from the Botavic Gardens. William Powell, Limited. The Hongkong and Shanghai Banking

Corporation. Royal Colonial Institute Conversazione. Police Court. The Currency in Inde-China. Hongkong and Port News. Subscription, \$12 per Annum, payable in

advance; postage, \$2. Extra copies 30 cents each, Cash. Copies can be posted from the Office to undresses sent; including postage 34 cents each, or \$1 for three copies, Cash. Coverior t, 1st August, 1800.

ADVERTISEMENTS

WANTED.

A FURNISHED HOUSE at the PEAK for two months. Apply to-

Care of Daily Press Office. Hongkong, 1st August, 1903. FIRE INSURANCE ASSOCIATION OF HONGKONG.

F. H..

INSURANCE HOLIDAY.

TT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES WILL CLOSED for the transaction of Public Busine-s on MONDAY, the 3gd AUGUST. By Order,

W. HUTTON POTTS, Secretary.

Hongkong, 3!st July, 1903. FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS

TATILL give PERFORMANCES at PRAYA CENTRAL (opposite the Central Market), for TWO WEEKS ONLY.

WONDERFUL ACTS.

PRICES OF ADMISSION:-1st Class \$1.50 *** Day Time-1 P.M. to 4 P.M.

Hongkong, 31st July, 1903. HONGKONG JOCKEY CLUB.

Night Time-8.30 to 11.30 P.M.

NOTICE TO MEMBERS.

T a meeting of Subscribers held at the Hongkong Hotel on the 16th July last, it was unanimously decided to accept a Tender from the Shanghai Horre Bazaar Co., Ld., for the supply of China Pony Subscription Griffins for our 1904 Race Meeting.

Members who were not present and who have not yet officially put their names down can now do so by communicating with the undersigned, from whom full particulars as to terms and conditions may be obtained. The List with close TO-DAY (SATUR-

By Order. T. F. HOUGH. Clerk of the Course. Hongkong, 22nd July, 1903.

ZETLAND LODGE, No. 525, E.C. REGULAR MEETING A ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT (SATURDAY), 1st AUGUST at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th July, 1903.

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made au an autablichmant de GENERAL AND FANCY

DRAPERY GOODS suitable for the clinate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later. Hongkong, 29th July, 1903.

PUBLIC AUCTION. WHE Undersigned have received instructions A to Sell by Public Auction. FOR ACCOUNT OF THE CONCERNED,

TO-DAY (SATURDAY), the 1st August, 1903, at 11 A.M., at their Sales Rooms, No. 8, Des Voux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD

FURNITURE Comprising: -SINGLE and DOUBLE IRON BED. STEADS, TEAKWOOD OVERMANTEL with BEVELLED GLASS, WARDROBES. Damaged packages must be left in the Go. | WRITING DESK, TIENTSIN CARPETS,

> One SEMI-GRAND PIANO by John Broadwood & Sons, London, One TYPE. WRITER, One BAGATELLE TABLE

> One SNAKE SKIN: One HAMMERLESS, 12-BORE FOWL. ING PIECE, by W. Carter, Birmingham (in good order and condition).

TERMS :-- As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 31st July 1903.

PUBLIC AUCTION.

TEARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on TUESDAY, the 4TH day of AUGUST, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Conduit Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT. Boundary Measurements. N. 8. E. W. tt. tt. ft. ft. Adjoining | Inland Garden No. 1,569 Lot Conduit 1 No. 22 Road 106 7 2,576 8 187, INTIMATION

PROSPECTUS

ANGLO-GERMAN BREWERY CO., LD.

(To be Incorporated under the Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their Shures.)

CAPITAL:

MEXICAN DOLLARS 400,000 DIVIDED INTO 4,000 SHARES OF \$100 EACH: Of which it is proposed to issue 3 500 Shares for the present. 3.000 Shares have been subscribed for and will

be allotted and 500 Shares are now offered for Subscription at par, payable as follows: -\$10 on allotment. 820 on 1st October, 1903. \$20 on 1st January, 1904.

830 on 15th April, 1904. \$20 cn 15th June, 1904. . The Subscription List will be closed as soon as the 50 . Shares, now offered for Subscription, have been applied for, but not later than MONDAY, the 31st AUGUST, A.C.

PROVISIONAL DIRECTORS: JOHN PRENTICE, Esq., of Messrs. S. C. FARNHAM, BOYD & Co., LD., Shanghai. ALEX. MCLEOD, Esq., of Messrs, GIBB, LIVINGSTON & Co., Shanghai. W. WRIGHTSON, Esq., of Messrs. FEARON, DANIEL & Co., Shanghai. MAX SLEVOGT, Esq., of Messrs, Slevogr & Co., Shanghai.

& Co., Chefoo, GENERAL AGENTS: MESSRS. SLEVOGT & CO., Shangbai.

BANKERS: DEUTSCH-ASIATIBCHE BANK.

LEGAL ADVISERS: MESSRY. STOKES & PLATT.

OBJECTS. The object of this Company is to establish at Tsingtan (Kiantschou) "The Germania Brewery," to be equipped with the most modern machinery and plant, and capable of turning out 15,000 Hectolitors, or 333,000 Gallone per SUPPLY OF WATER.

The Company have been fortunate in acquiring a very convenient piece of land close to the new Municipal Waterworks. The supply of water on the Company's property is more than sufficient. A careful test in this respect was made in February last (the dry season at Tsingtau), when one of the wells on the Company's premises was pumped out, fresh water flowing in at the rate of 31 tons per hour. The water itself is very suitable for brewing purposes as shown by the report made by Mr. Nebel, the Director of the Government analytical laboratory at Tsiugtau. Permission to start the Brewery has been granted by the Imperial Government of Kiautschou, who have promised to further the objects of the Company by every means in their power.

BREWING MASTER. The promoters will have the services of Mr. W. Coblitz, of Manich, as Brewing Master, Mr. ment as Chief Brewer with the Yebisu Brawery of Tokyo. During that period the Yebisu Company, now the largest Brewery in Japan. have increased their sales from 28,000 to 75,000 Heotoliters a year, Mr. Coblitz has examined the I singtau water on the spot and being fully convinced of its suitability, both as regards quality and quantity, he has every confidence in follows: the success of the undertaking and subscribes for a considerable number of shares.

WORKING EXPENSES AND

PROSPECTS. After carefully going into the question of working expenses the prometers feel confident in stating that, assuming a turn-out of 13,000 Hectoliters only, the resulting profit will allow of a dividend of at least 15 per cent. on the capital of the Company. A comparison with the figures of the two largest Japanese Compa-

nies will be of interest. JAPAN BREWERY YEBISU Co. LD. BREWERY. (KIRIN BREWERY). Dividend 1899/1900 ... 25% 15 2 22 14 30% ... Quotation on 20/1/03 per share of 50 Yen: 130 Yen... ... 107 Yen If it is borne in mind that since the October, 1901, the Japanes Breweries have to pay an excise tex of nearly \$5 per Hectoliter. or roughly speaking 25 per cent, on the sell ng

price of Beer, these recults must be considered extremely satisfactory. MARKETS FOR THE COMPANY'S

OUTPU .. good demand is anticipated from the military and naval garrison at Tsington, which numbers several thousand men. This number is not like y to be decreased in the near future. In addition the ships of the Imperial German navy which frequently touch at Tsingtau may reasonably be expected to become regular customers of the Company. Am ng the more important markets Shanghai, Hongko g. Port Arthur, Tientsin and Chefoo may be mentioned. as offering a wide and remunerative field for

the Company s operation. There are no complete statistics available thowing the importation of European and Ameri an Beer into China, but the following figures, taken from Japanese official sources. i lus rate the growing demand for Japanese Beer in China:

EXPORT OF JAPANESE BEER. (About 90 per cent were sent to China) 1897 ... 2,976 Hectoliters. 1898 6 216 ... 7,740 ... 22,500 33,300

Naturally, the serious decline in silver threatens to interfere with the sale of the imported article and helps to improve the prospects of the proposed Company.

PROMOTION MONEY. No promotion money will be paid, but the Company will pay preliminary expens s for re gistering, fees to legal advisors, printing, etc. Applications for Shares should be forwarded

to the Bankers of the Company, or to the General Agents, MESSES. SLEVOGT & CO., Shanghai, from whom Copies of the Prespectus and further information may be obtained. Conics of the Prospectus may also be obtained from the DEUTSCH-ASIATISCHE BANK, Hongkong.

Hongkong, 22nd July, 1963.

BANKS

PRINE CHARTERED BANK OF INUI-AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER 1855 HEAD OFFICE-LONDON.

RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. T. P. COCHRANE.

HOLDERS£800.000

Acting Manager. Hongkong, 18th May, 1903. THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000 Subscurred 1,125,000 PAID-UP 582,500 RESERVE FUAD.... BANKERS: LONDON JOINT STOCK BANK, LIMITED,

INTEREST shlowed on Current Accounts a the rate of 2%, per annum on the Daily balance ON FIXED DEPOSITS :-For 12 months......4 */ EVAN ORMISTON.

Acting Manager. Bongkong, 23rd May, 1903. THE BANK OF TAIWAN (FORMOSA). J. J. BLOCK, Esq., of Mesers, H. SIETAS LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

> HEAD OFFICE: TAIPER, FORMOSK. HONGRONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street). Branches: - Amov. Kobe. Tainan.

HONGKONG-INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per Annum 8. SHIGENAGA, Agent Hongkong, 2nd February, 1903.

TNTERNATIONAL BANKING CORPORATION.

HEAD OFFICE-NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in. Gold \$4,000,000 Surplus (Reserve) Gold \$4,000,000 £820,000 Gold \$8,000,000 Capital & Surplus authorised, Gold \$19,000,000 =£2.055.000.

LONDON BANKERS: THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent, per annum on the daily balances, and on Fixed Deposit as

HONGKONG BRANCH 20. DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT, Manager. Hougkong, 23rd May, 1903.

PUSSO-MHINESE PANK.

ORGANISED UNDER IMPERIAL DECREE OF 10ти Dесемвев, 1895. CAPITAL contributed by CHINESE GOVERNMENT ... 5,000,000 Kouping Taels.

(EQUIVALENT TO £2,150,000 Stg.) SPECIAL RESERVES£130,000

HEAD OFFICE-ST. PETERSBURG.

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Hongkong, 1st December, 1902.

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LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

Mongkong-Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum TARO HODSUMI

Hongkong, 11th March, 1903. TITLE NATIONAL BANK OF CHINA LIMITED.

PAID-UP CAPITAL 2 324,374 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq. J. S. Harston, Esq. CHOW TUNG SHANG, Esq. J. LAUTS, Esq. Chief Moneger, GEO. W. F. PLAYFAIR.

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HUNGKONG SAVINGS BANK. THIRE Business of the above Bank is conducted by the HONGKONG ANDSHANG-HAT BANKING CORPORATION. Rules may be obtained an application.

INTEREST on deposits is allowed at 31 PER CENT. per cumum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAJ BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Honghong and Shanghai BANKING CORPORATION.

J. R. M. SMITH. Chief Manager Hengkeng, lat May, 1902.

TONGKONG & SHANGHAL BANK. ING COEPORATION. RESERVE FUND-

STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 5,500,000 **--315.500.0**00 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. A. J. BAYMOND, Esq.—Chairman. H. E. Tomkins, Esq. - Denuty Chairman. Hon. C. W. Dickson, | Hon. R. Shewan. E. Goetz, Esq. N. A. Siebs, Esq. C. Michelau, Esq. H. W. Slade, Esq. H. Schubart, Esq. E. S. Whealler, Esq.

E. Shellim, Esq. CHIEF MANAGER: Hongkong-J. P. M. SMITH. Managed : Shanghai—H. M. Bryis.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the ---- of Two per Cent. per Annum on the de ON FL.ED For 3 months, 2 ar im.

per cent. Der inu J. R. M. SMITH, Chief Manager. Hongkong, 24th July, 1903. EUTSCH-ASIATISCHE BANK.

· Amen.

6 months.

PAID-UP CAPITAL.....Sh. Taols 5,000 000 HEAD OFFICE-SHANGRAL BOARD OF DIRECTORS BERLIN.

BRANCHES: Berlin Calcutta Hankov Tientsin Tsington (Kiantschon) LONDON BANKERS:

Mesers. N. M. ROTHSCHILD & SONS. THE UNION OF LONDON AND SMITHS BANK, LIMITED. DEUTSCHE BANK (BEELIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. SUTER. Sub-Manager.

11 tokang. 4th October, 1902.

TMPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE

12TH NOVEMBER, 1896, Subschined Capital...Shanghal Tla, 5,000,006 PAID-UP CAPITAL

HEAD OFFICE-SHANGHAL.

BEANCHES AND AGENCIES. Canton Hankew Peking Chinkiang Penang Chungking Singapore

Tiontem. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfore payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on all I myed securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum ou Current Account daily

3'/ per annum on Fixed Deposits for 3 months. E. W. RUTTER Hongkorg, lat January 1907

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4TH AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and re-electing Directors and Auditors. The TRANSFER BOOKS of the Company

will be CLOSED from the 21st of JULY to the 4th AUGUST, inclusive. By Order of the Board of Directors. J. GOOSMANN. Acting Secretary.

Hongkong, 15th July, 1903.

and declaring a Dividend.

Hongkong, 21st July, 1903,

WILLIAM POWELL, LIMITED. THE SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Bond Central, on WEDNESDAY, the 5TH AUGUSI', 1903, at Noon, to receive the Report and Statement of Accounts for the year

The TRANSFER BOOKS of the Company will be CLOSED from the 31st JULY to the 5rn AUGUST, both days inclusive. By Order of the Board of Directors, R. G. HECKFORD, Manager.

ending 30th June, 1903, electing Directors.

HONGKONG & SHANGHAI BANKING CORPORATION. TATOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY. this Corporation will be held at the CITY HALL, Houghong, on SATURDAY, the 15TH day of AUGUST, at Noon, for the purpose of receiving the Report of the Court of

Directors together with a Statement of Accounts to 37th June, 1903. By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 22nd July, 1903.

HONGKONG & SHANGHAI BANKING CORPORATION. TATOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATUR-DAY, the 1sr, to the 15TH day of AUGUST

(both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hongkong, 22nd July, 1903.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildinge, Connaught Road, on MONDAY, the 24rH AUGUST, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1903.

The TRANSFER BOOKS of the Company

will be CLOSED from the 10th to 24th

AUGUST, both days inclusive. By Order of the Board of Directors, THOS. I. ROSE, Hongkong, 30th July, 1903. HONGKONG & SHANGHAL BANKING

CORPORATION. TOTICE IS HEREBY GIVEN that the following Certificates for Shares of this Bank issued in Hougkong in the name of THOMAS CHILD HAYLLAR No. 75 dated 18th July, 1871 for 2 Shares

Nos. 36438 and 29479;

No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 2992/85 2.0. 100 dates 19th Feb. 1872 for 4 Shares Nos. 21955/58; have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said THOMAS CHILD HAYLLAR, and no

Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Cor, oration. J. R. M. SMITH, Chief Manager. Hongkong, 3rd July, 1903. INTERNATIONAL HAIR-DRESSING

transaction taking place under the aforesaid

SALCON. FIHE undersigned has purchased the above business, and will henceforth carry on same on his account.

HAIHCUTTING, SHAVING, &c., executed at reasonable rates by experienced barbers. Boots, Shoes, Manila Cigars and Cigarettes cn-sale at very moderate prices. Shortly expected a large consignment of best Perfumery and Toilet Requisites from London, Paris and America which will be offered on sale at very chesp prices.

Y. ATIBNZA. Hon . kong. Sale July, 1988.

HONGKONG

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DROZ & CO., 14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rate s

BANK HOLIDAY. EXCHANGE BANKS. N accordance with Ordinance No. 6 of 1875 the Exchange Banks will be CLOSED

MONDAY, the 3BD AUGUST. Hangkong, 30th July, 1903. BITUATION WANTED.

for the transaction of public business on

WAYANTED by a young Englishman, permanent situation as GENERAL .betainer; good references Please address all communications to-

Hongkong, 28th July, 1903, WANTED.

General Post Office.

BRITISH TEACHER for a Private A School in the Colony. Apply to---

Care of Daily Press Office. Hongkong, 9th July, 1903.



JUSTICES of the PEACE will be held in the JUSTICES'ROOM, at the Magistracy. at 2.15 P.M., on TUESDAY, the 47H day of AUGUST, 1903, for the purpose of considering the following application !--

From one O. FROMOWITZ for the transfor of his Publican's Licence to sell and retail intoxicating Liquors on the premises situate at No. i. J. bilee Street. under the sign of "Colonial Hotel," to one ANNETTE PAPIER. T. SERCOMBE SMITH. Police Magistrate.

Magistracy. Hongkong, 18th July, 1903.



FITHE attention of Householders is drawn to the fact that stagmant pools and collections of water in broken flower-pots, broken jars, &c., standing in their premises are a source of danger to people residing therein, and to warn them that the Sanitary Board intend to tro.t such as nuisances. By Order.

G. A. WOODCOCK,

[2060

Sanitary Board Room, Hongkong, 14th July, 1903.

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO. TELEGRAMS: "CARMICHARL," HONGKONG. A B C Code, 4th Edition

A 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 20th Jane, 1903. 177

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS. Dealers in MARBLE and GRANITE

MONUMENTS. No. 1. Queen's ROAD BAST. AEstimates, Designs & Pricos on Application All descriptions of Granite for Export. Hongkong, 17th October, 1999

NOTICES OF FIRMS CHINA COMMERCIAL STEAMSHIP

COMPANY LIMITED. 可公阪有船輪車

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Hongkong, 21st March, 1903.

CHINESE AMERICAN COMMERCIAL COMPANY,

IMPORTERS, EXPORTERS AND MANUFACTURERS.

FRIHIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier. Hongkong, 1st May, 1903.

EXCURSION'TO MACAO AND BACK. For Procession of Our Lady of Mount Carmel

at the Chapel at Taips Island, Macao. FITHE Chartered Steamship "KINSHAN" will make a Special Excursion Trip to Biacao TO-MORROW (SUNDAY), the 2ND AUGUST, 1903, leaving for Macao from her

usual wherf at 9 A.M. and returning to Hongkong at Li P.M. A steam-launch will convey passengers to Kowloon, 10 minutes after the steamer's return. Return Fare (No Single Ticket) ... \$2.

Including Tiffin , and Dinner 6 Children under 10 years, Half-price for Fares and Meals. Tabled Hote supplied by King Edward Hotel.

Intending excursionists are advised to apply for Cabine at once, at the "Hongkong Printing Fress," as there are very few left: only s moderate rate will be charged for them. The Band of the 3 ird Surma Infantry will play during the voyage.

Tickets may be had at Messra. Ritchie & Co.'s Office, "The Hongkong Printing Press," or on Board. Hongkong, 28th June, 1903.

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS, TO JAPAN AND

Tools, Brass and Iron Merchants, FITHE Nippon Yusen Kalsha are prepared during the months of July and August to issue FIRST-ULASS RETURN TICKETS from HONGKONG to YOKO-HAMA AND BACK for the round fare of Yeu 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

> Stop-over privileges allowed at any way port, and between Moji and Kobe passengers have the option of travelling by the Sanyo Railway. For information as to Sailings, Steamers, &c., apply at the Company's Local Offices in PRINCE'S BUILDINGS, First Floor, Chater Road.

> T. S. TAKAYANAGI, Acting Manager. Hongkong, 28th July. 1# 3. THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH

> > COMPANIES.

TELEGRAMS TO AMERICA VIA " PACIFIC."

THE Cable laid by the COMMERCIAL she said. PACIFIC CABLE COMPANY between Manila and San Francisco is open for traffic

from to-day's date. According to an arrangement made with the said Company, telegrams for all places in PRINTER or STATIONER. Total AMERICA will be accepted by the Eastern Extension and Great Northern . Telegraph Companies for transmission over their China cables, via Pacific route, at the rate of France 5.50 (\$2.65) per word to San Francisco, to which must be added the further transmission charge beyond San Frencisco.

> Telegrams intended for transmission by the said routs should be marked "via Pacific." J. M. BECK, Superintendent.

Hongkong, 25th July, 1903. THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH

CUMPANIES. SEPARATE WORKING ARRANGE-

MENTS. THE PUBLIC IS HEREBY NOTIFIED that the JOINTSERVICE of the Eastern Extension and Great No: thern Telegraph Companies will be DISCONTINUED from the lar AUGUST, from which date each Company will have its own separate Counter where Telegrams will be accepted for transmission by either Company's lines. For the GREAT NORTHERN TEC. CO.

O. NIELSEN. Superintendent. FOR THE EASTERN EXTENSION TEL. Co., J. M. BECK.

Superintendent. Hongkong, 29th July, 1903.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or Constitional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 In Boxes 4s. 6d. each, of all Chemsts and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MID-LANE COUNTIES DRUG COMPANY, Lincoln, England.

LESSONS IN FRENUA.

TEW and easy method of learning Freuch in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady

Care of Office of this Paper. Hongkong, 16th May, 1903.

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44. Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK. LUTGENS, EINSTMANN & CO., 14, DES VŒUI ROAD. 2742

THE AMERICAN SYSTEM. DENTISTRY.

DR. M. H. CHAUN. 27. DES VOUX ROAD CHETRAL HONGRONG. From the University of Pennsylvania, U.S.A. Hongkong, Lorb March 19 8

[ALL RIGHTS RESERVED.]

V. C. A CRRONICLE OF CASTLE BARFIELD AND THE CRIMEA,

DAVID CHRISTIE MURRAY (Author of "Joseph's Cout," " Rainbow Gold," "Aunt Rachel," "Despair's Last Journey," &c.)

CHAPTER VII.

horse breaker, and when he had run away from home and enlisted, he had satisfied ambition by | muy be one of them." becoming a driver of artillery. Then he had been wounded, and had turned batman for awhile. He had gone to the General as valet, but his stable love had broken out-again, and hope I shall do my duty." he had gravitated by force of nature to the place of coachman. Polson's mind did not go back to a time when he did not remember Dun-Can, and to Irone he was like a fixed part of the scheme of nature. He had one defect which at this instant made him invaluable. He resented any imputation of the fact angrily, but he had been deaf as an adder for years.

There was no great privacy in a barrack squareto be sure, but it was as safe to talk within arm's length of Duncan, as if he had been a stone Sphinx. Duncan was a man of rare discretion, and, though it must have been like an upheaval of the world to him to see the most constant of visitors at the General's modest little mansion walking in shabby raiment in a barrack square with a recruit's ribbons fluttering from his cap, he saluted importurb bly as the young man came up, and then sat motionless.

Polson came to the side of the carriage, car

""Your father told ma I might speak to you." he said wistfully. "I hope I am not wrong in coming to you."

"You have enlisted? she asked him. "You are going to the war?" Her self-possession cost her an effort, but she maintained it. She had a soldier's daughter's pride, and though she had met this first great trouble so brief a time ago she had already taught herself to face it. Hor father was a man conspicuously brave among the brave, and he had told her of his very first experience of war-a period of prolonged inaction under fire. "A trying thing at first," he had said, "but duty will reconcile one to anything." This memory had been present with her all the morning, and though the unexpected sight of her lost lever almost broke her down, the thought had had power to nerve

"Yes," he answered simply. "I have onlisted. I shall have to go through a certain amount of drill, but that will soon be over, and then I supposa I shall get my murching orders."

"Father approves of what you have done," "He has told me so," he responded. "I am

very glad of it. God is good to me," he went on, turning half away from her and gazing across the square, "I had not hoped to see you again for years, if ever, and there is just one thing I wanted very much to say. It's of no use to have reserves and disguises at a time like this. I shan't distress you? Can you let me

"Put your cap on, Polson," she said composedly. "You will catch cold."

The touch of womaniy solicitude, small as it was, move I him. He obeyed her, and stood, still locking across the square, until he had mastered a suspicious clicking in the threat. "You need have no fear of mo, Polson," Irene

said. "Speak out all your mind."

"Well, dear, it's this. We've been comrades ever since I helped you to learn to ride your first pony. We've always been the very best of friends, and only last night I was going te ask for something more. You don't mind hearing me out, Irene?"

"No. Let us speak plainly. Let us understard each other."

"Well, you see, everything went last night with a clean sweep by the board. I thought I was safe for a commission. I'd been brought up to expect a handsome fortune." He spoke in a level tone, as if he had been reading uninteresting matter from a book. "All that is changed and everything is changed with it. I'm a penniless private of dragoons, and our ways in the world are wide apart. For old times' sake I should be very sorry to believe that you'd ever forgot me altogether, but if you'll try to bring yours If to think of me as trying to be cheerful in a humble station, as remembering yo

in my heart of hearts, and nor fo distance that divides us-if ye

of me as always horeman was once your friend" -_ was forced to prive but he went on again, level-voiced and monoton . ous as before-"If you'll try to think of me as learning to be cheerful for your sake, not as monting, broken-hearted chap-which I don't mean to be at all-but just doing my work, you know, and thinking about you like an affection-

Always upo at Bedlime to prevent Mosquito bites, CALVERT'S 20 per cent. A delightful soap for toilet purposes. Most useful to prevent or cure insect bites or stings, itch, piles, ringuora etc. P. C. CALVERY & Co., manchester, Eug.

25.4-3

ate poor relation might-why, then, in-in time you'll get to feel the parting less." "Have you finished, Polson?"

"Yes, dear. That's about all, I think. You see, I know you, Irene. You'll grizzle if you think I'm grizzling. That's your nature. You can't bear to think of a canary bird in pain."

"And that is all ?" "Yes, dear. That's all."

"I shall never forget you, dear. I shall never forget you, and I shall never change. If you had asked me to be your wife botore these General Boswell's concimum was a Scot; a things happened I should have said 'yes,' and grim, tacitum, brickdust-coloured fellow, who I should have been proud and happy. But, had been in his present service for a quarter of Polson, this is why I thank God for having a century. He had been bred amongst horses | brought us together just this once. I want from his boyhead, for his father had been a you to remember that in this war names will be heard of that never were known before. Yours

"You mustn't waste your life thinking of me, Iraue. I shall remember every word you have spoken. I shull treasure every word. I

"I am sure of that," she answered. And then for a long time not a word was spoken, and when at length they broke silence, they spoke of things which were indifferent by comparison. They discussed the probable hour of the arrival of the route, the probable destination of the regiment, the time at which Polson might expect to escape his drill.

At last the General appeared walking side by side with Colonel Stayce. Irene was facing that way and was naturally the first to see him. "Here is good-bye, dear," she said. "Papa

"Good-bye," he said softly. "Good-bye

God bless you." "God bless you too," said Irene. She held out her little gloved hand to him, and he took it in his own. She looked bravely into his eyes and they spoke their last farswell without a sign of tremor.

"This," said the General advancing as Polson turned away, " is the young fellow of whom I have been speaking. Polson, this is your commanding officer, Colonel Stacey." Polson raised

his can and bowed civilian fushion. "Ah!" said the jolly colonel, turning his red face and twinkling eyes on the recruit. "You are Polson Jervase? Joined this morning, ch? hear an excellent account of you. Try to deserve it. I shall remember you. Good morning."

But as Polson saluted again, and turned to go, the General seized him by the hand and shook it warmly.

"We must all face the fortune of war, my lad." he said. "The best of good luck go with you. If your hear of me out yonder, as you may, don't forget to report yourself. Good-

There were a good many eyes at the barrack windows, and the minds of many dragoons were inspired with wonder. For a General and a Waterloo veteran was a personage, and the daughter of the same was a personage, and it was out of the common for a newly joined redruity to engage in intimate talk with the like of them for half an hour together, and to be shaken hands with by the veteran, and saluted as if he were an officer by the veterau's coachman, and personally introduced to "Old Staycey" into the bargain. And amazoment sat on many foreheads when the carriage rolled away, and the General stood up to wave his hat to the recruity, and the lady stood up to wave her hand, and the recruity, unconscious of the interest he excited, waved the shabby old sealskin cap in answer until the equipage was ringingly saluted at the gute, and swung swiftly out of sight.

And then, it was over. Oh, it was all over, and one manly heart was sore and cold. The new recruity stood there planted in the barrack square, as innocent of his surroundings as if he had been asleep, and mechanically filled and lit his pige, and stood on with his chin sunk upon his breast, scarcely aware of his own thoughts. and as yet realising little but solitude and an ache in the doleful middle of it. But a warmth stole into the cold. When everything was said and done, there was one thing left. Iroue loved him. Loved him! How sweet and sacrel a wonder. Yet her own dear lips had told him that she would have been proud and happy to be his wife, and that nothing should change her. And she had given him an ambition. The lofty and inspiring words were not yet written. but their purport thrilled him, as it thrilled many who went out to fight and bleed for a cause which may not have been wholly worthy of their devotion, and yet in a sense was worthy because they believed in it with all their hearts and souls. For after all, what is it but the purpose which ennobles action? If the greatest Englishman since Shakespeare had not yet given Polson Jervane the words in which to speak his thought, it lightened his breast all

Be J t. rome. I wake to the higher aim: Of a land that has lost for a little har last of gold. And live or a peace that was full of wrongs and Horrible, hateful, monstrous, not to be told: a And ha ! once more to the banner of battle un-

> roll'd. Tho many a light shall darken, and many shall For those that are crush'd in the clash of jarring

Yet God's just wrath shall be wreak'd on a giant liar: And many a darkness into the light shall leap. And shine in the sudden making of splendid

And noble thought be freer under the sun, And the heart of a people beat with one desire; For the peace, that I desuid no peace, is over And now by the side of the Black and the Baltic deep,
And deathful-grinning mouths of the fortress,

The blood-red blossom of war with a heart of fire So thought Polson Jervase, and so thought hundreds of valiant men who were ready to lay down their lives in a quarrel which the years have proved auprofitable.

(To be continued.)

FOR BABYS SMIN

Something for Mothers to Think About

SCALP AND

EVERY CHILD born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp, and blood, becomes an object of the most tender solicitude, not only because of its suffering but because of the dreadful fear that the disliguration is to be lifelong and mar its future happiness and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest, and most effective treatment available, viz., THE CUTICURA TREATMENT.

Warm baths with Curicura Soap, to cleanse the skin of crusts and scales and soften the thickened cuticle, gentle anointings with CUTICURA OUT-MENT, to instantly allay itching, irritation, and inflammation, and soothe and heal, to be followed in the severer cases by mild doses of Curicuna RESOL-VENT PILLS (see below), to cool and cleanse the blood, are all that can be desired for the alleviation of the suffering of skin-tortured infants and children and the comfort of worn-out, worried mothers. A single set is often sufficient to cure when the best physicians fail.

Millions of Women Use Cuticura Soap

Assisted by Cuticusa Cinthert, for preserving, purifying, and beautifying the skin, for eno-ing the scale of creats, scales, and dandruff, and the stopping of falling hair, for a offening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and chadings, in the form of baths for annoying irritations and inflammations, or too free of offensive perspiration, in the form of washes for electative weaknesses, and for many country, anticeptic purposes which readily suggest themselves to women, especially mothers, and for all the purposes of the tollet, bath, and nursery. CUTICURA RESOLVENT PILLS (Chocolate Coated) are prepared to meet the wants of delicate women, and sensitive children, and are pure, sweet, and tasteless. They are beyond question the most successful blood purifiers and humour cures yet compounded.

CUTICUEA REMEDIES are sold throughout the world. Australian Depot: R. Towns & Co., Sydney. British Depot: \$7-23, Charterbouse Sq., London. Franch Depot: 5 Rue de la Pain, Paris. Pottera Dava And Chain, Conp., Sole Prope., Beston, U. S. A. "All about the Shin," free.

WM. POWELL.

CHNERAL DRAPERS AND HIGH-CLASS DRESSMIKERS.

Ladies' and Gent.'s Fine Quality PANAMAS. A Fine Assortment of FLOWERS, MUSLINS, RIBBONS, LACES, &c.

New CHATALAIN BAGS and FANCY GOODS.

The latest in MERCERISED MUSLINS, ARMEUR SILKS, ALPACAS, GRENADINES and Fine BLACK DRESS GOODS.

GENTLEMEN'S DEPARTMENT.

LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

ASK TO SEE THE NEW MOUNTAIN PICNIC TENT; CAN BE CARRIED AND *FIXED BY ANYONE.

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A shipment of

PORCELAIN CIGAR CASES for household use. Capacity-One and Two Hundred Cigare each.

Guaranteed to keep Cigars dey in a damp climate, and moist in a dey climate, combining utility with beauty and security, with a perfect preservation of Cigars. Would be pleased to have you inspect these PORCELAIN CIGAR CASES.

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DETONATORS, SAFETY FUSE,

PLASTING GELATINE AND GELIGNITE.

AND ALL BLASTING ACCESSORIES.

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HEAD OFFICE:-1, SURVEA-CHO. TOKYO. LONDON BRANCH :- 34, LIME STREET, E.C. HONGKONG BRANCH :- PRINCE'S BUILDINGS, ICE HOUSE STEELT

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Kuchinotsu, Sasebo, Maidzuru Miike, Hakodate, Taipeli, &c. Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

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Sasahara Teubakuro, Yoshinotani, Yoshio. Yunokibara, and other Coal: N. INUZUEA, Manager, III.

SHIPPING. ARRIVALS. July 31, ANPINO MARO, Japanese str., 1,058,

T. Gote, Swatow Both July, General.-NIPPON YUSEN KAISHA. July 31, Ayk. British steamor, 1.955. Gibson, Lt Karatsu 25th July, Coal.-M. B. KAISHA. LC July 31, Fight of Bean A. British str., 1,168, Lt 8. W. Decent. Bamburg via Port Said and La Colomb: 31st May, General .- ORDER. July 31, K WANGTAH, Chanese str., from Canton. L July 31. LYEENOON. German str., from Canton.

July 31, V. LETTA, British str., 2.973, W. B. M. Palmer, Bombay 3rd July and Singapore | M 20th, Mails and General -P. & O. S. N. Co.

CLEARANCES

AT THE HARROUR MASTER'S OFFICE. 31st July. Chogsung, British str., for Swatow. Hailoong. British sir , for Swalow Hongmoh; British str., for Amoy. Rubi, British str., for Manila. Ynensiting, British str., for Manila.

DEPARTURES. Blst July. ANN . Norwegian str., for Kobe. CHOYSANG, British str., for Shanghui. Baigi Marc, Japaness str., for Tamsui. RAILOUNG, Bri ish str; for Swatow. KAMARUTA MARU, Japanese str., for Kobe. MICHARL JERSEN, German Str., for Hollow. TLABBAND, Norwagian str., for Maji. YUNNSASO, British str., for Manila

VESSELS IN DOCK.

ARERDEEN DOCKS.— BOOK POOKS,- U S.A.T. Ingalls, Powan, Boieldien, Kwong Hing, Minor, H.M.S. Whiting. Considerate Dock .- U.S.A.T. Summer.

VESSELS PASSED ANJER. July 10, Dutch str. Ordoje, Hubert, from Amsterdam for Ladavia. Jay 12, It dan bees, Procureore, Schiaffine, July 5, from Samarang for Caps Town. July 12, Amr. str., Heten A. Wyman, Van Horn, June 32, from Port Natal for Singapore. July 13, Amr. ship, E. B. Sulton, Butman, |-

Jane 26 from Singapore for New York.

VESSELS ON THE BERTH

July 14. British sir. Heathbank, from Cape

THE PENISSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULU, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Stemaship

WITH LIBERTY TO CALL AT PHILIPPINE

PROPOSED SAILINGS FROM HONGKONG.

COMPAGNIE DES MESSAGERIES

MARITIMES. Распинота-Розги. Риамеца.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA.

COLONBO, ADEN. EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

N TUESDAY, the 12th August, 1903, at

U 1 P.M., the Company's Steamship

"YARRA," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this

Port for MARSEILLES vin Ports of Call.

Cargo and Specie will be registered for Lon-

Shipping Orders will be granted till Noon

only on Monday, the 10th August. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

For further particulars, apply at the Com-

THE AMERICAN ASIATIC STEAM-SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

"BARON DRIESEN," Captain Laurent,

For Freight, &c., apply to SHEWAN, TOMES & CO.,

CHINA NAVIGATION CO.,

LIMITED.

HONGKONG-MANILA.

MONEY,

-STEAMERS FITTED THROUGHOUT WITH

BUTTERFIELD & SWIRE.

AGENTS.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-

CHINA STRAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE Pours every fortnight.

For Freight and further particulars,

apply to

in China and Japan for the above Line

ELECTRIC LIGHT. FIRST CLASS ACCOM-

General Agents.

· 6. DE CHAMPEAUX,

Agent.

must be left at the Agency's Offics. Contents

WITHOUT TRANSHIPMENT.

and Value of Packages are required.

Hongkong, 29th July, 1903.

places of Europe.

nany's Office.

THE Steamship

ss. "NORDKYN" later.

Hongkong, 24th July, 1903.

QUALIFIED SUBGEON CARRIED.

Hongkong, 4th July, 1903.

"BRAEMAR"

Homekong, 27th July, 1993.

"SATSUMA" "SHIMOSY" Sth Aug.

DODWELL & CO., ED.,

Agents,

" COROMANDEL," Captain F. J. Fox, carrying His Majesty's "SAINT BEDE" Mails, will be despatched from this for Bombay, "MOGUL" ofe, on SATURDAY, the 1st AUGUST, at Noon, taking passengers and cargo for the

Silk and Valuables, all cargo for France, and | For Freight and further information, apply to Toa Totalon (under armagement) will be transhipped at Colombo into a steamer proceedrag direct to Marseilles and London; other cargo for London, &c., will be conveyed via Hombay with transhipment. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all mokages are required. Shippers are particularly requested to note the terms and conditions of the Company's Pills of Lading.

For further particulars, apply to

E. A. HEWETT. Superintendent. Hongkong, 22ad July, 1903.

NORDDEUTSCHER LLOYD, EREMEN. NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU AND LABUAN FITHE Company's Steamship

"BORNEO." Captain Muhl, will be ready to load for the above ports THIS MORNING, the 1st Angust

For Freight or Passage, apply to

MELCHERS & CO., Agents. Hongkong, 31st July, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA.

FITHE Company's Steamship "NAMSANG," Captain Geo. Payne, will be despatched as

above on TUESDAY, the 4th August. at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managers. Hengkong, 29th July, 1903. NAVIGAZIONE GENERALE TTALIANA.

(Florio and Rubattino United Companies.) STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Stea-

mers to Aden, Suez, Port Said, Messina, NAPLEE, LEGHORN and GENOA, also VENICE and Teleste, all Mediterranean, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA.) JYME Steamship.

"CAPRI," Captain Belsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1903. "BEN" LINE OF STEAMERS. FOR LONDON VIA SUEZ CANAL. THE Steamship

"BENLEDI," Captain D. Clark, will be despatched as above on or about the 26th met.

For Freight or Pessage, apply to GIBB, LIVINGSTON & CO., Agente Hongkong, 14th July, 1903

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

ONDON & A. VIA FORTS OF CALL ONDON YA SUEZ CANAL ONDON YA SUEZ CAN	DESPATOUE
ONDON & ANTWERF IN SINGAPORE, E. J. PART J. P. A. O. S. N. CO. Abou ONDON & ANTWERF IN SINGAPORE, E. J. PART J. P. A. O. S. N. CO. Abou ONDON VAS SUZZ CANAL MORRITORIUSE Brit. str. LIVERPOOL MORRITORIUSE Brit. str. LIVERPOOL LIVERPOOL MARSEILLES, LONDON & ANTWERP. STRENGE Brit. str. C. J. C. L. M. C. J. M. C.	k desputch.
ONDON 'et. SUEZ CANAL MOMERTERILLE Brit. str. Brit. str. C. C. Candy Shewar, Tomes & Co. Aboo. IVERPROOL IVERPOOL DOOMED Brit. str. Br	ay, at Noon.
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HAVRE & HAMBURG HAMBUR	inst.
HAVRE & HAMBURG HABBURG HAMBURG HAMBUR	inst.
HAVRE & HAMBURG ARBSINA Ger. Str. HAVRE & HAMBURG ARBSINA GER. Str. HERT HAMBURG ARBSINA GER. HAMBURG-ARBSINA HINE THE HODESSA RUS, Str. LOTORIS G. VIA SINGAPORE, &c. M. BACQUERES M. BACQUERES ARS Str. LOTORIS G. SUEZ CANAL BARND BRISSEN ARS Str. LOTORIS G. STR. DODWELL & CO., LD. Abo NEW YORK, VIA SUEZ CANAL ARABIA GER. Str. Bablo. HAMBURG-ARBSIRA SINE E CO. Abo NEW YORK, VIA SUEZ CANAL ARABIA GER. Str. Bablo. HAMBURG-ARBSIRA SINE E CO. Abo NEW YORK, VIA SUEZ CANAL ARABIA GER. Str. Bablo. VANCOUVER, VIA SHANGHAI, &c. ATHENIAN VANCOUVER, VIA SHANGHAI, &c. VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & SACTILE VIA SIGAL VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & TACOM	September.
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DDESSA PARP Rus. str. RIFERESE, &c., via SINGAPORE, &c M. Racquebern M. Macquebern M.	October.
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NEW YORK, VIA SHEZ CANAL. ARABIA BYANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. ATHENIAN Brit. str. Brit. st	out 8th inst. out 20th inst.
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VANCOUVER, via SHANGHAI, &c. VICTORIA (B.C.) & Tacoma via Japan. VICTORIA (B.C.) & Seattle via N'saki, &c. VICTORIA (B.C.) & Seattle via N'saki, &c. VICTORIA (B.C.) & Seattle via S'siai, &c. VICTORIA (B.C.) & Seattle via N'saki, &c. VICTORIA (B.C.) & Tacoma via N'saki, &c. VICTORIA (B.C.) & Sanatt & C. VICTORIA (B.C.) & Tacoma via N'saki, &c. VICTORIA (B.C.) & Tacoma via N'saki, &c. VICTORIA (B.C.) & Sanatt & C. VICTORIA (B.C.) & Sanatt & V. VICTORIA (B.C.) & Sanatt & C. VICTORIA (B.C.) & Sanatt &	inst., at Noon
VICTORIA (B.C.) & TACOMA VIA JAPAN VICTORIA (B.C.) & SEATTLE VIA NBARI, &C. VICTORIA (B.C.) & SEATTLE VIA NEARCH AS ILLA VICTORIA (B.C.) & SEATTLE VIA NBARI, &C. VICTORIA (B.C.) & SEATTLE VIA NEARCH AS ILLA VICTORIA (B.C.) & SEATT NEARCH AS ILLA VICTORIA (B.C.) & SEATT NEARCH AS ILLA VICTORIA (B.C.) & SEA	inst.
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VICTORIA (B.C.) & SEAZTLE VIA SHAI, &C INDRAFORM Sinbapera Jap. str. C. H. Butler Nippon Yusen Kaisha 14th Australian Ports Tsinan Brit. str. Liadbeach Butterrefield & Swieg 10th NOJI, KOBE & YOKOHAMA Bombay Maru Jap. str. W. Hayward P. & O. S. N. Co. About Moji, KOBE & YOKOHAMA Bombay Maru Jap. str. W. Hayward P. & O. S. N. Co. About Moji, Kobe Yokohama Indra Nippon Yusen Kaisha 15th Moji, Kobe Yokohama India Nippon Yusen Kaisha 15th Moji, Kobe Yokohama Nankin India Nippon Yusen Kaisha 15th Moji, Kobe Yokohama India Nippon Yusen Kaisha 15th Moji, Kobe Nippon Yusen Kaisha 15th Moji, Kobe Nippon Yusen Kaisha 15th Moji, Kobe Nippon Yusen Kaisha 15th Moji	rinst.
PORTLANI OREGON INDEACRY Brit. str. II allingsworth Portland & Anatic Co 14th Austrealian Ports Kanga Maru Jap. str. W. Hayward P. & O. S. N. Co. About Maru Jap. str. Thirtsin Brit. str. Brit. str. W. Hayward P. & O. S. N. Co. About Maru Jap. str. Thursin Maru Jap. str. Thursin Brit. str. Brit. s	rinst., at 4 P.
AUSTBALIAN PORTS YOKOHAMA, VIA SHANGHAI, MOJI & KOBE YOKOHAMA, VIA SHANGHAI, MOJI & KOBE MOJI, KOBE & YOKOHAMA BOMÉNY MARU Jad, str. H. W. Hayward Nippon Yusen Kaisha Nippon Yusen Kaisha Brit. str. H. W. Kenrick Nippon Yusen Kaisha Brit. str. H. W. Kenrick P. & O. S. N. Co. Abou Nippon Yusen Kaisha Brit. str. H. W. Kenrick P. & O. S. N. Co. Abou Nippon Yusen Kaisha Brit. str. H. W. Kenrick P. & O. S. N. Co. Abou Nippon Yusen Kaisha Brit. str. E. E. C. Roberts P. & O. S. N. Co. Abou Nankin Brit. str. SHANGHAI SINGAN Brit. str. SHANGHAI SINGAN Brit. str. Br	inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE YOKOHAMA MOJI, KOBE & YOKOHAMA Bomé y Maru Jap, str. IDZUMI MARU Jap, str. H. W. Kenrick P. & O. S. N. Co. About Maru Jap, str. IRINA MARU Jap, str. IRINA MARU Jap, str. ILOBOR & YOKOHAMA INABA MARU Jap, str. ILOBOR & YOKOHAMA INABA MARU Jap, str. ILOBOR & W. Baibbridge Mippon Yusen Kaisha ILITA MARUI, VIA SWATOW & AMOY AMPING MARU Jap, str. IAMBUL, VIA SWATOW & AMOY AMPING MARU Jap, str. ILOBOR & WUCHARG MANDIA MANILA BUMANO MARU BUMANO MARU Jap, str. Jap,	inst.
MOJI, KOBE & YOKOHAMA Boméay Maru Jap, str. T. Murai Nippon Yusen Kaisha 7th i Moji, Kobe & Yokohama Idzumi Maru Jap, str. M. Yagi Nippon Yusen Kaisha 18th Kobe & Yokohama Inaba Maru Jap, str. H. W. Kenrick P. & O. S. N. Co. Abon Kobe & Yokohama Inaba Maru Jap, str. E. E. C. Boherts Nippon Yusen Kaisha 12th Shanghal Singan Brit, str. Jamieson Butterfield & Swire Str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha 12th Shanghal Togothow Jap, str. T. Ogota Osaka Shosen Kaisha Togothow Jap, str. T. Saito Osaka Shosen Kaisha Str. T. Saito Osaka Shosen Kaisha	i inst., at 4 p.: ut 7th inst.
MOJI, KOBE & YOKOHAMA KOBE TIENTSIN Brit. str. H. W. Kenrick P. & O. S. N. Co. Abox KOBE & YOKOHAMA INAEM MARU Jap. str. W. Baiabridge P. & O. S. N. Co. Abox Mander	inst., at Noon
KOBE NANKIN Brit. str. H. W. Kenrick P. & O. S. N. Co. Abort KOBE & YOKOHAMA INABANG MARU Jap. str. W. Baiubridge Nippon Yusen Kaisha 11th Kubano Maru Jap. str. W. Baiubridge Nippon Yusen Kaisha 12th Jamieson Buttebfield & Swire Sthanghai Valetta Brit. str. Jamieson Buttebfield & Swire Str. W. B. Palmer P. & O. S. N. Co. Abort Manully, via Swatow & amoy Daijin Maru Jap. str. T. Ognta Osaka Shosen Kaisha 6th in Swatow & amoy Maiduru M. Jap. str. T. Saito Osaka Shosen Kaisha 12th Osaka Swatow & amoy Maiduru M. Jap. str. T. Saito Osaka Shosen Kaisha 12th Swatow & amoy Maiduru M. Jap. str. T. Saito Osaka Shosen Kaisha 12th Swatow & amoy Maiduru M. Jap. str. T. Saito Osaka Shosen Kaisha 12th Swatow & amoy Muchang Brit. str. Roach Sufferield & Swire Tod Hollo & Ceru Peria Brit. str. Sommi sville Butterfield & Swire Tod Manila Direct Rubi Brit. str. J. MeGinty Shewan, Tomes & Co. Tod Manila Direct Rubi Brit. str. Lindbergh Butterfield & Swire 10th Manila European Kulsha 6th in Manila Sanda Butterfield & Swire 10th Manila Sanda Sanda Swire 10th Butterfield & Swir	inst., at Noo
KOBE KOKOHAMA INABA MARU Jap. str. KOBE & YOKOHAMA KUBAN MARU Jap. str. SHANGHAL SINGAN Brit. Str. Shi Angha Maru Jap. str. SHANGHAL SINGAN Brit. Str. Shi Angha Maru Jap. str. Shi Angha Maru Jap. str. Shi Angha Maru Jap. str. T. Ogota Osaka Shosen Kaisha Gth in Angha Maru Manduru M. Jap. str. T. Ogota Osaka Shosen Kaisha Gth in Angha Maru Manduru M. Jap. str. T. Saito Osaka Shosen Kaisha Gth in Angha Manduru M. Jap. str. T. Saito Osaka Shosen Kaisha Gth in Angha Manduru M. Jap. str. T. Saito Osaka Shosen Kaisha Gth in Manduru M. Jap. str. T. Saito Osaka Shosen Kaisha M. Saito M. Jap. str. T	ut Isv inst.
KOBE & YOKOHAMA NAGASAKI, KOBE & YOKOHAMA SHANGHAI SHI, str. FOOGHOW, VIA SWATOW & AMOY ANPING MARU ANPING MARU Jap. str. T. Ogata OSAKA SHOSEN KAISHA 6th in the str. SWATOW, AMOY & AMOY ANPING MARU Jap. str. T. Ogata OSAKA SHOSEN KAISHA OSAKA SHOSEN KAISHA SWATOW, AMOY & FOOCHOW HAITAN BRIT, str. SOMMERVILLO MANILA HOLLO & CERU MANILA MANILA	ut 5th inst.
NAGASAKI, KOBE & YOKOHAMA KUMANO MARU Jub. str. SHANGHAI SINGAN Brit. str. SINGAN Brit. str. SINGAN Brit. str. Jamieson Buttebefield & Swire 3rd in Str. Str. Str. Summer on Obaka Shosen Kaisha Str. T. Ogota Obaka Shosen Kaisha Shoren Kaisha Shoren Kaisha Sharing Maru Jab. str. T. Ogota Obaka Shosen Kaisha Toon Anping, via Swatow & amoy Maidzuru M. Jab. str. T. Saito Obaka Shosen Kaisha Swatow Amoy & foochew Haitan Brit. str. Roach Douglas Lapraik & Co. Toon Manila Direct Bush Brit. str. Sommerville Brit. str. Sommerville Shewan, Tomes & Co. Toon Manila Direct Bush Brit. str. Roach Shewan, Tomes & Co. Toon Manila Direct Brit. str. Roach Brit. str. Roach Shewan, Tomes & Co. Toon Manila Direct Brit. str. Brit. str. H. W. Ahnond Shewan, Tomes & Co. Toon Manila Direct Brit. str. Brit. str. Lindbergh Butterfield & Swire 10th Manila Brit. str. Brit. str. Courbridge Butterfield & Swire 12th Kudat & Sandakan Brit. str. Muhle Melchers & Co. Quic Brombay via Singapore & Colombo Kagoshima M. Jab. str. K. Keri Nippon Yusen Kaisha 11th	ı inst., D'ligh
SHANGHAI SHANGHAI VALETTA Brit. str. W. B. Paimer P. & O. S. N. Co. Abort Amsul, via Swatow & amoy Daljin Maru Jap. str. I. Goto Osaka Shosen Kaisha Swatow & amoy Amping Maru Jap. str. I. Goto Osaka Shosen Kaisha Swatow & amoy Maidzuru M. Jap. str. I. Goto Osaka Shosen Kaisha Swatow & amoy Maidzuru M. Jap. str. T. Saito Osaka Shosen Kaisha Swatow & amoy & foochew Haitan Brit. str. Roach Douglas Lapraik & Co. To-defield & Itolico Wuchang Brit. str. Sommerville Butterfield & Swire To-defield & Ceru Manila Direct Busi Brit. str. J. McGinty Shewan, Tomes & Co. To-defield Brit. str. J. McGinty Shewan, Tomes & Co. To-defield Brit. str. Roach Brit. str. Roach Butterfield & Swire Osaka Shosen Kaisha Shire Roach Douglas Lapraik & Co. To-defield & Ceru Manila Direct Brit. str. J. McGinty Shewan, Tomes & Co. To-defield Brit. str. Roach Brit. str. Lindbergh Butterfield & Swire 10th Manila Sungkiano Brit. str. Lindbergh Butterfield & Swire 12th Kudat & Sandakan Bohneo Ger. str. Muhle Melchers & Co. Quic Budday via Singapore & Colombo Kagoshima M. Jap. str. K. Kori Nippon Yusen Kaisha 11th	inst., at Nov
TAMSUL, VIA SWATOW & AMOY DAIJIN MARU Jap. str. T. Ogota Osaka Shosen Kaisha 6th i FOOCHOW, VIA SWATOW & AMOY MAIDZURU M. Jap. str. T. Goto Osaka Shosen Kaisha 9th i Swatow Amoy Maidzuru M. Jap. str. T. Saito Osaka Shosen Kaisha 9th i Swatow Amoy & Foochow Maidzuru M. Jap. str. T. Saito Osaka Shosen Kaisha 9th i Swatow Amoy & Foochow Maidzuru M. Jap. str. T. Saito Osaka Shosen Kaisha 9th i Swatow Amoy & Foochow Maidzuru M. Jap. str. To saito Osaka Shosen Kaisha 9th i Swatow Amoy & Foochow Maidzuru M. Jap. str. To saito Osaka Shosen Kaisha 9th i To naka Swatow Muchang 8th i str. To saito Osaka Shosen Kaisha 9th i To naka Swatow Muchang 8th i Swite 1 To naka Swatow Muchang 8th i Swite 1 To naka Manila 1 To naka 1 To na	
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SWATOW AMOY & FOOCHOW EBU & ILOILO WUCHANG Brit. str. Brit. str. Brit. str. Sommerville Brit. str. Shewan, Tomes & Co. To-d Brit. str. Rosetta Maru Manila Rosetta Maru Jad. str. H. S. Swith Toyo Kisen Kaisha Butterfield & Swire To-d Chi Bull Brit. str. Bundrian Brit. str. Bundrian Brit. str. Bundrian Brit. str. Brit. str. Brit. str. Brit. str. Bundrian Brit. str. Bundrian Brit. str. Brit. str. Brit. str. Brit. str. Brit. str. Bundrian Brit. str. Butterfield & Swire Butterfield & Swir	_
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MANILA DIRECT MANILA MA	day, at 4 P.M.
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RUDAT & SANDAKAN BORNEO Ger. str. Studio MELCHERS & CO VIII. BOMBAY VIA SINGAPORE & COLOMBO KAGOSHIMA M. Jab. str. K. Kori J Nippon Yusen Kaisha 11th	i 1986. ok dometak
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SINGAPORE, PENANG & CALCUTTA NAMSANG Brit. str. Geo. Payne JARDINE, MATHESON & Co. 4th i	inst. at Noor
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STEAMSHIP SERVICE TO NEW PENINSULAR AND ORIEN	TAT

VIA PORTS AND SUEZ CANAL STEAM NAVIGATION COMPANY.

Hongkong, 1st August, 1903.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ VALETTA		Freight and Passage.
LONDON, &	{ COROMANDEL } F. J. Fox	Noon, 1st August	See Special Advertisement.
KOBE	TIENTSIN	About 1st August	Freight only.
TOBE	NANKIN	About Eth August	} Presight omy.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	1 W Howeverl D V D	About 7th August	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES) JAPAN	About 7th August	Freight and Passage.
For further Particular	s, apply to	6, A. BE	WETT,
w .	• • •		O

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

Superintendent.

don as well as for Marseilles, and accepted in THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD transit through Marseilles for the principal CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships-0,000 Tons-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

ł		
	R.M.S. "EMPRESS OF CHINA" 6,000 Tons	WEDNESDAY, 5th Aug.
į	R.M.S. "ATHENIAN"	WEDNESDAY, 12th Aug.
	R.M.S. "EMPRESS OF INDIA" 6,009 Tons	WEDNESDAY, 26th Aug.
į	R.M.S. "EMPRESS OF JAPAN" 6,000 Tons	WEDNESDAY, 23rd Sept.
ļ	R.M.S. " TARTAR" 4,425 Tons	WEDNESDAY, 7th Oct.
Ì	R.M.S. "EMPRESS OF CHINA" 6,000 Tons	WEDNESDAY, 21st Oct.
;	R.M.S. "ATHENIAN" 3,882 Tous	WEDNESDAY, 4th Nov.
ļ	R.M.S. "EMPRESS OF INDIA" 6,000 Tous	WEDNESDAY, 18th Nov.
i	R.M.S. "EMPRESS OF JAPAN" 6,000 Tons	WEDNESDAY, 16th Dec.
	R.M.S. "TARTAR" 4,425 Tons.	WEDNESDAY, 30th Dec.
i		

FITHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through will be despatched on or about THURSDAY. the famous INLAND SEA of JAPAN, and usually make the voyage YOKGHAMA the 20th AUGUST; to be followed by the to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Voncouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC 12136 WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionsries, Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Jupan Governments. REDUCED SALOON PASSAGE The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's SINGLE, \$20; RETURN, \$35. Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY. through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated MODATION. UNRIVALLED TABLE. DULY by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps. Guides. Books, Bates of Passage and Freight, apply to D. E. BROWN, General Agent. Praday Street

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON OF JAPAN, MOJI, KOBE AND YOROHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

CAPTAIN TO BAIL ON STEAMSHIP A. E. Hollingsworth August 14, 1903 W. E. Craven September 13, 1903 INDRASAMHA" 5,197 "INDRAVELLI" 4,899 R. P. Craven Through Bills of Lading assued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

Mongkong, 21st July, 1903.

ALLAN CAMERON, GENERAL AGENT.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, AIV SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
VICTORIA * PLEIADES OLYMPIA		3,502 3,753 2,837	August 1st August 15th September 10th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada. For further informatin as to Freight or Passage, apply to

DODWELLE COMPANY, LIMITED, GENERAL AGENTS.

SHOSEN OSAKA KAISHA.

	PROPOSED SAILINGS FROM	HONGKONG-SUBJECT	TO ALTERATION.	
	FOR	Steamers	LUAVING	
	TAMSUL VIA SWATOW (" DAIJIN MARU"	THURSDAY, 6th	
	AND AMOY {	T. OGATA	August.	
	FOOCHOW, VIA SWATOW	"ANPING MARU") SUNDAY, 2nd	
	AND AMOY	I. Goro	August.	
	ANPING, VIA SWATOW	"MAIDZURU MARU"	SUNDAY, 9th	
-	AND AMOY	T. Saito	August.	
	The Care was Standard and make	aller desirenced for the accept	June 12 Day to Military and	_1

The Co.'s new Steamers are specially designed for the coast trade of South China and Formose, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marino Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tumsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtsza River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's

steamers from Shanghai. For Freight, Passage, and further information, apply at the Compuny's local Branch Office at No. 8, Des Voeux Road Central. Hongkong, 29th July, 1903. T. ARIMA, Manager

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	FRIDAY. 7th Aug., at Noon.
Sanuki Maru	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	(SATURDAY, 8th Aug.,
INABA MARU	· · · · · · · · · · · · · · · · · · ·	TUESDAY, 11th Aug., at DAYLIGHT.
KAGOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	Tuesday, 11th Aug., at Noon.
	VICTORIA, B.C., and SEATTLE U.S.A. VIA SHANGHAI, MOJI, KOBE and YOROHAMA	
KUMANO MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 12th Aug at Noon.
Kasuga Maku	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	# 364 A FRITTEN TO 1 TO 1 1-4 1 by 12 minutes
Idzumi Maru M. Yagi	MOJI, KOBE and YOKOHAMA	Tuesday, 18th Aug., at Noon.
BAKATA MARU F. L. Summer	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	D

Through Passenger Tickets issued to the Principal Cities in the United States, Canad and Europe. in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class throng passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., app'y at the Company

Local Branch Office in Prince's Building First Floor, Chater Road. Apply to-

T. S. TAKAYANAGI. Acting Manager.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENCA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

	.	SUBJECT TO ALTERATION.	
	STEAMERS.		SAILING DATES
		HAVRE and HAMBURG	On 12th Aug. Freight.
į	Capt. Rörden	(Calling at Singapore and Penang)	On 1200 Aug. Progue.
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	Capt. Hildebraudt	(Calling at Singapore and Colombo)	On Zath Aug. Pleight.
l			On 12th Sept. { Freight & Passongers.
I	Capt. Mayer	(Calling at Singapore and Penang)	On 12th Sept. Passongers.
Į	4 mm + "	THE AMERICAN TO THE ATTACKS TO SERVE AND	• •
į	Capt. von Dehren	(HAVRE and HAMBURG) (Calling at Singapore and C.lombo) (HAVRE and HAMBURG	On 2010 Sopt. Program.
1	ABESSINIA	CHAVRE and HAMBURG	On 7th Oct. Freight.
ļ	Capt. Filler	() Countries on markings to other Totalities.	I Bara di inggaran da kabana 📅 da kabana
i	ARABIA	NEW YORK, VIA SUEZ CANAL	About middle
	- Capt. Bable		of August.
	cor Further Particul		
4		그들은 그는 그를 통해를 보고 있다면 하는 것이 되었다. 그는 그를 보고 있는 것이 되었다.	

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hougkong and Manila. Saloon amidships. Electric Light. Perfect Chisine. Surgeon carried. All the most up-to-date, arrangements for comfort of Passengers;

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

	STEAMSHIP	Tons.	CAPTAIN.	Folt	SAILING DATE.
,	PERLA RUBI ZAFIRO	1980 2540 2546	J. McGinty R. W. Almond R. Rodger	Manila Direct.	Sat., 1st Aug., 4 P.M. Sat., 1st Aug., 10 A.M. Sat., 8th Aug., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, let August, 1903.

CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OU	rwards.

GLASGOW and LIVERPOOL	"KINTUCK" "PINGSUEY" "GLAUCUS"	On 18th August. On 20th August. On 26th August.
I.	IOMEWARDS.	

The state of the s	• • • • • • •
FOR	STEAMERS
MARSEILLES, LONDON and }	"STENTOR"
A WATER TAX BETT TO	
MARSEILLES, LONDON and ANTWERP	"TYDEUS"
A T TATE POOL	"DIOMED"
MARGRITIES, LONDON and I	"NESTOR"
A TOTAL BUILD BY	
MARSEILLES, LONDON and ANTWERP	"KINTUCK"
· LIVERPOOL	"PINGSUEY"
111 Y 1111 TO TO TO A TO A TO A TO A TO A TO	

On 20th August. On lat September. On 15th September. On 22nd September, "GLAUCUS" On 29th September MARSEILLES, LONDON and ? ANTWERP * Taking Cargo for Liverpool at London Rates.

TO BAIL

4th August.

On 18th August.

TRANS-PACIFIC SERVICE.

TO BAIL STEAMER On 10th August. VICTORIA, SEATTLE, TACOMA, and) "NINGCHOW" "DEUCALION"..... On 6th September. all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA) The s.s. "AJAX" left Victoria (B.C.) on the 16th inst, for Japan and Hongkong.

For Freight, apply to-BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th July, 1903.

CHINA NAVIGATION LIMITED.

 -		
and to	STEAMERS	T) SAIL.
CEBU and ILOILO	* "WIICHANG"	On 1st August.
CEBU and ILOILO	+ "SINGAN"	On 3rd August.
SHANGHAI	* "TSINAN"	On 10th August
MANILA. THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS.	* "TSINAN"	
BANE, SYDNEY & MELBOURNE	# "SIINGKTANG"	On 12th August.
MANILA	Electric Light. Unrivalled	Table. A duly qualified
Surgeon is carried. † Taking Cargo on through bills of lact † Taking Cargo and Passengers at t	Vancetons and Nor	thern China Ports.

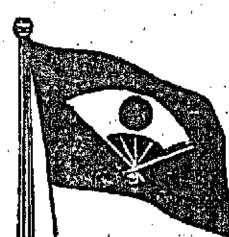
Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

DUTTERFIELD & SWIRE. AGENTS.

TOYO KISEN KAISHA MANILA

Hongkong, 24th July, 1903.

Hongkong, 1st August, 1903.



REGULAR SERVICE BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

SAILING DATES.

LINE. Largest and Fastest Steamers on the route. Excellent Accommedation. Cuisine Unexcelled Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried. . Sailing Date. Captain Steamship

Thursday, 6th August, at 11 A.M. Tuesday, 11th August, at 11 A.M. H. S. Smith ... 3876 E. P. Bishop ... 3869 "ROHILLA MARU" For Freight or Passage, apply at the Company's Office, 3, Queen's Bailding, Ice House - Street. K. NAKASHIMA, Manager.

IMPERIAL GERMAN MAIL.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRAL! AR and SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUBBIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

STEAMERS.					THURSDAY	•	6th August
PRINZ HEINRICH	***	.4*4	***	111	THURSDAY		oth August
SACHSEN	1	***	4++		THURSDAY		q-1 September
* KIAUTSCHOU	1,00		***	• , •	THURSDAY	•	Saptember
		111	1.,		THURSDAY	• •	·
			** *		WEDNESDAY		with Suprimber.
ZIFTEN	•••			` ` ` `	WEDNESDAY	•••	16 O t
SEYDLITZ	***	11.	***		WEDNESDAY		28th October
ROON	127	419	***		WEDNESDAY		11th November
PREUSSEN		***	147	• • •	THE PRODUCE OF A V	•••	25th November
• HAMBURG	4.0	111	•••	• • •	WEDNESDAY	***	9th December
PRINZ HEINRICH	• • •				WEDNESDAY	***	23rd December
KONIG ALBERT		***		• • • •	WEDNESDAY		23rd December
VOUIO WHOMIST	1			•		1904	
			•		WEDNESDAY		6th January
* KIAUTSCHOU		***	** *		WEDNESDAY	•••	20th January
SACHSEN		,		***	WEDIA EDIA 1	• • •	3rd February
BAYERN		***	16.0	444	WEDNESDAY		
			April	431	WEDNESDAY		17th February
	•				WEDNESDAY		2nd March
Larron		4 64	•••	* !			,

* Steamers of the Hamburg-Amerika Linie. N THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ Ale. HEINRICH." of the NOBDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERE, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES

Shipping Orders will be granted till NOON on TUESDAY, the 4th August, Cargo and and Genoa. Specie will be received on Board until 5 P.M., on WEBNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

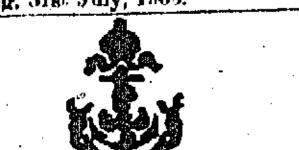
Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. , Sård Ju' 📑 🨘

FOR ODESSA.

"EDUARD BARY." Captain Levoning, will be despatched on or about | FITHE H.A.L. Steamship" SATURDAY, the 15th August. For Freight, apply to BRADLEY & CO.,

Agents. Hougkong, 31st July, 1903.



AUSTRIAN LLU. . STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADBIATIC PORTS.) TITHE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rassovich, will be despatched as above on THURSDAY, the 20th August, P.M. For information as to Passage and Freight, apply to SANDER, WIELER & CO.,

Agents. Princes' Buildings. Hongkong, 28th July, 1903. SHIRE LINE STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL. HE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August. For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Agents. Hongkong, 31st July, 1903. FOR CANTON.

HE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 Cargo Freight very moderate.

J. TREYOUX & CO.,

No. 128, Connaught Road Central. Hongkong, 30th June, 1943. HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Beil Smith. EPARTURES from Hongkoug, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M. : from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M. FARE-(week days) 1st Class (including cabin and servant), S3. Return Ticket \$5.

2nd Class \$150. Return Ticket \$2.50 3rd Class Sl. Steerage 50 cents. Ou Excursion Sunday Lat, 2nd, a. d 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel S5.

Wharf--Opposite Central Market. The Steamer runs an Excursion Trip Every Sunday in Summer, SAM WANG & CO., LD.,

81, Queen's Road Central. Hongkong, 25th July, 1903.



Toilet Powder are adopted by refined society. Each bottle ta equivalent to the perfume of

RIGAUD et C' PERPUMERS. PARIS WHITE VIOLETS

ROYAL ÆRATED WATERS MANUFACTORY.

10,000

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face. Where you can get good drink I guess, Pure water we always use, Fasences many from which to choose,

Oar ust of drinks will you ainuse Apply to-F. P. DANENBERG, Manager. Factory & Office-West Point; Telephone 367 Depot--Ice House Street; Telephone, 374.

Novel Specia ities. Best in the Far East. Refreshing and invigorating drinks of the Beamu. Just Produced, Long-Lite, Non-Intoxiesting and Excellent Beverages. Hir-Ces, Winter Stout, Strawberryade, Jubilee-Champague, Orange Champagne, Hop

AMERICAN WATER MELONS

DON'T BE LATE!!!

are now just in season and best everything on the market. Come quickly or else the season

will be over

CHING SHAN CHAN. Centrali Markot. Hougkong, 25th July, 1903.

TO CONSIGNEES

FROM HAMBURG, BEEREN, PENANG AND SINGAPORE.

"SITHONIA," Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for | having arrived from the above Ports, Consignees countersignature by the Unders gued and to of general Cargo are hereby informed that their take immediate delivery of their Goods from Goods are being landed and placed at their risk

notice to the contrary be given before NOON, each consignment will be sorted out mark by To-DAY, the 27th inst. Any Cargo impeding her discharge will be lauded into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

Al broken, chafed, and damaged Goods are to be lef in the Gode ans, where they will be examined on the 4th August at 3 P.M. No Fire Insurance has b on effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 27th July, 1903. BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"

FROM TACOMA, VICTORIA, MOJI AND SHANGHAI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LD., Agents.

Hongkong, 28th July, 1905; OCEAN STEAMSHIP COMPANY,

LIMITED. THE CHINA MUTUAL STEAM NAVI. GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown on and after the 30th instant. All broken, chafed, and damaged Goods are All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 5th prox. will be subject to rent. All Claims against the Steamer must be

presented to the undersigned on or before the 10th prox., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1903. "BABBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA." FROM NEW YORK, ADEN, STRAITS

AND MANILA ONSIGNEES of Cargo are hereby informed that all Goods are being-landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Company, at Kowleon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before NOON, TO DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Aug., will be subject

to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 4th Aug., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th July, at 3 P.M. No Fire Insurance has been effected.

Bill, of Lading will be countersigned by DODWELL & CO., LIMITED,

Hongkong, 25th July, 1903. STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. Dordogne, and from Bordeaux ex 8.8.

President Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowleen Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless

intimation is received from the Consignees before Noon, To-DAY, the 29th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 4th August, at Noon, will be

subject to rout and landing charges. All claims must be sent in to me on or before the ath August, or they will not be recognised. All damaged packages will be examined on Tuesday, the 4th August, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX. Agent. Hongkong, 29th July, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"NAMBANG having arrived from the above Ports, Consigned of Carso by her are hereby informed that their Goods will be del vered from alongside. Cargo impeding the discharge or remaining on board after 4 F.M., the 30th inst, will be landed at Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be constersigned by JARDINE, MATHESON & CO., General Managery. [2140] Hongkong, 28th July, 1903.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

MIDDLESBOROUGH, ANT-WERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE. HE Company's Steamship

"KAMAKURA MARU' in the Hongkong and Kowloon Wharf and Optional Cargo will be forwarded unless Godown Company's Godown at Kowloon, where mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 28th inst. Goods not cleared by the 4th prox. will be

subject to rent. All ship damaged packages must be left in the Godowns and notice of same sent to this Office before the 7th prox., or claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 28th July, 1903.

CARBOLINEUM-AVENABIUS Used for over 25 Years.

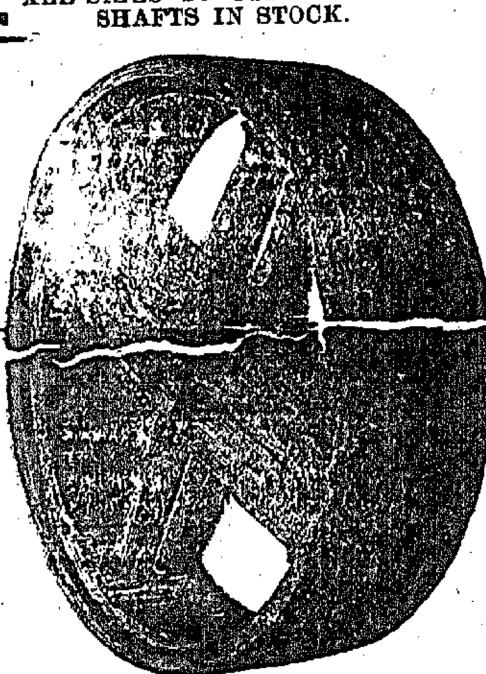


Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampuess.

LUTGENS, EINSTMANN & CO. Sole Agents for Chins. Hongkong, 1st July, 1902.

MARTIN'S Expression Hermony for all arregularities. Industrial Control Report Notes to Martin a Pills in the house, so that on lies first algo of any irregularity of the Bystom a timely dose may be administered. Thuse who has them recommend them, hence their enormous sate. At all Chemists and Biores, or post free Martin Report Repo

DODGE WOOD SPLIT PULLEYS. ALL SIZES TO FIT ALL SIZED



Also large Stocks of GANDY COTTON BELTING.

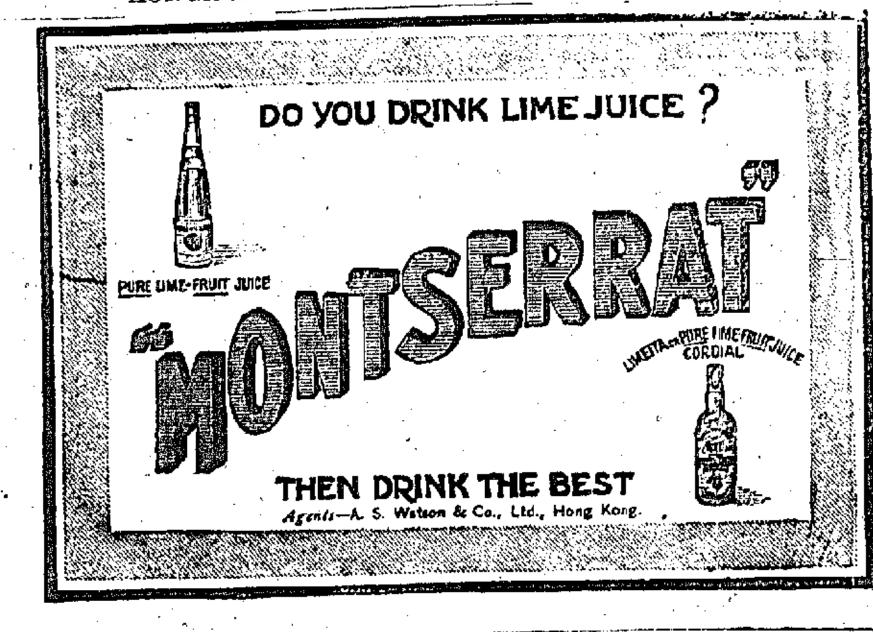
SOLE AGENTS. LUTGENS, EINSTMANN & CO. HONGKONG

THE WEATHER. CHINA COAST METEO COLOGICAL REGISTER, 30ta JULY, P.M.

STATION.

Vindivoscok i liskodate ... Tokyo Nagasaki Kagoshima Ishigakijima Taihoku ... I p. Taichu Tainan Koshun Pescadores Weihaiwei ... 3 p. 85 79 NNH 4 0 Sharp Poak Canton 29.47 | 69 | 72 | wsw 1 | b Vict'in Peak Gup Rock Haiphong ...! Parolod 29.75 | 80 | -- | BW | 5 | O 29.76 \ 87 \ - a 3 b 29.86 . 64 : 96 | --- :01 0 -- | --- | N# 44 ---Hakodate - - a 4 -Tokyo Nagasaki ... Kagosbina Oshima Naha Ishigakijima Taihoku ... 5 a. Taichu Tainsia Koshun Pescadores -Weibainoi ... 9 a. 79 95 ME 5 (Jutzlaff 85 | 87 WNW 2 | og 81 83 Wave 3 C Swatow 9 a. (anton Vict'm Peak рар Rock ..., т. д. Macao Hair hong ... llania Malate Pa.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable fatent Medicines everintroduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Johert. Velpeau, Maisonneure, the well-knows Chassaignae, and indeed by all those who are regarded as suthorities in such matters, including the selebrated Lallemand, and Rouz, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle flownwards, a potent agent in the removal of these diseases has like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mean power—if such couldever have been discovered—of transmuting the baser metals into gold is sweety transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the discovery of a remedy so potent as to replenish the falling energies of the comfirmed read in the one case, and in the other so effectually, speedily and safely to expel from the system without the sid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their poisons of acquired or inherited disease in all their poisons of acquired or inherited disease mail incir-protean forms as to leave notaint or trace behind, such is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introhas been created for this medicine wherever intro-duced appears to prove that it is destined to cust into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England, direct from the proprietor, and of the principal Chemista and Merchants throughout the Culonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fijl Islands, St. Helena, &c.,—Diamond Fields Advertiser EIMBERLEY



Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT HIS MAJESTY KING EDWARD VII.

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Sole Agents:

CARLOWITZ & CO.,

HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

 	T	HE HONGKONG	DAILY	PRE	88	SATURDAY, A	UGUST 1st, 19
POST OFFI	CE NOTICES.	ik e e e e e e e e e e e e e e e e e e e	JOIN	r sr	OCK	SHARES.	
Monday next, the 3rd insit, being a Ban	k Holiday, the Post Office will be open for one hour lelivery and a clearance from the Pillar Boxes as on	· · · · · · · · · · · · · · · · · · ·		Total			onexona, 31st July,
Sunday. The Money Frder Office will be entirely clo		STOOKS.	NG. OF	lasur	1	LAST DIVIDEND.	CLOSINU QUOTATIONS
All ou going mails will be closed at 9 am. Layard Parcels by s.s. Valette are new ready	for delivery.	BLEKS	- CAABEN.	V. GUR.	DF.	F1	
The Hongkong Mara, with the American M. 27th ult., a m., and may be expected here on or a	ail of the 7th ult., left Yokobama on Monday, the about Tuesday, the 4th inst.	Honghong and Shanghai Banking Corporation	80,000	3125	\$125 {	10/-div. 4 10 p.c. bonus at 1/7=525.28 per	2080, anles & reliers.
محمد المعامل أن أن الموادر الماد الماد المسابق السابق المحمل الوجائل والمراب المسويسيسوي	ILL CLOSE.	National Bank of China, L.		į į	- (shale for 2nd half yr ended 31:11:1902 3/1; per share)
Canton	Hondm Saturday, 1st, 7.30 A.M.	Do. Founders' Shares		£10	, 25	3/14 at 1,7 =\$1.985 None	'\$27, buyers.'
Swafow Haiphong	Hongkong Saturday, 1st, 8.30 A.M.	Union Ing Society Ld.		2250	\$100	60 p. ct.=\$30 for 1901	\$500. sellere.
Manila Hoihow and Pakhoi	Saturday, 1st 900 a m			\$83,33	1 (Import foryr end 30 4 to Int. of 4 p.c. = £1 nt exchange 2/2 =) i
Amoy, Keelung, Shanghai, Moji, Kobe, Yoko- } hama, Victoria, B.C., and Tacoma	Victoria Saturday, 1st, 10.00 A.M.	Yangtaze Ins. Assocu., Ld.	8,000	\$100	\$60	Tls. 9.06 for !9.12 \$12 == 20 p. ec. for 1901) s 185
Hoile and Cebu Swatow and Bangkok Europe, &c., India via Tuticoria		Straits Insurance Co., Ed	10,000	\$250 \$100	\$50	\$14 for 1901 5 per cent, for 1805	\$180, sales & buyers
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Printed matter and sam	Hongkong Fire Ins. Co., la	4		\$50	\$221 for 1901	\$127 <u>4</u> .
Supplementary mail on board up to the time fixed for departure of the mail.	Coromandel Registration 10.00 A.M.	SEIPPING.	2.7,50	\$100		\$6 for 1901	
Extra Postage 10 cents)	for of 10 cents, up to	Hongkeng, Canton, and Macao S. B. Co., Ld.	80,000	\$15	\$15 {	A CONTROL OF MAN TOOM AND	<i>7</i> I
in time for the first clearance will be included in this contract mail.)	Letters 11.00 A.M.	· '	60,000	£10	£10		\$94, sellers.
Macro Shanghai Shangbai	Kwangtah Saturday, 1st, 300 P.M.	China & Mauila S. S. Co., Lo	20,000 10,000		\$50 \$15	10 p. c. for 1900	.I. PAS
Swatow Hoilo and Coba	Kampol Saturday, 1st. 3.00 par.	Douglas Steamship Co., Ld.	20,000		\$50	(8 per cent. for year) ending 30-0-1902	€x1 -
Kobo	Hailan Saturday, 1st, 5.00 p.m.	Star Ferry Co., Limited	20,000	\$ \$10	\$10 \$5	(12 per cent. for year)	(\$27, buyers.
Takao Namtao	Tailee Saturday, lat, 5.00 P.M.	Shell Transport & Trading (£10		Int.divd. of 6d. p.share (coupon No. 3) on	:
Macae Swatow, Amoy and Foothow	Auping Maru Sunday, 2nd, 9.00 A.M.	Rapindrias.		~	(account of 1902	
Shanghai Singapore, Penang and Calcutta Kudat and Sandakan	Nameang Tuesday. 4th 10.00 A.M.	China Sugar Relining Com-		\$100	5100 {	Fin. of 7 p.c. making in	₹94.
	Tuesday, 4th, Printed matter and sam-	Luzon Sugar Refng. Co., Ld	i i	1	- 11	all 12 p.c. for 1901 \$3 for 1807	
EMARGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	ples10.00 A.M.	Mining. Funjom Mining Co., Ld Do. Preference		\$11	\$17	None	\$2, buyers.
fixed for departure of the mail. Extra Postage 10 cents)	(Registration, with late fee of 10 cents up to	encieté Bran des Char-	\$0,000 16,000	\$1 Fs.250	\$1 Fs.250	Vin. div. of Fcs. 80 p. a.	30 cts. £600, sellers.
	10,45 A.M.) i Letters	Jelebu Mining and Tra-	60,000	l j		on account of 1902 5 p. ct. half year end.	Sto nations
TO-DAY. Sile, Household Furniture. Sales Rooms.	The P. & A. steamer Indrapura arrived at Yokohama at 7 p.m. on the 29th ult., and may	Raub Australian Gold & Mining Co., Limited)	200,000	£1		(1/-p. share==48 cts.,)	all humann
Mesers. Hughes & Hough, 11 a.m. Japanese Acrobats, opposite Central Market.	be expected here on the 12th inst.	Docks, WHARVES, &c. Hongkong and Whampon)	0/15				1
1 and 8.30 p.m. Cap and Spoons Competition, Hongkong Rifle	on the 16th ult. for Japan and Hongkong. The C.C. steamer Lothian left San Francisco.	Book Co., Limited { Hongkong and Kowloon }	50,000 30,000		· (1	10 p. c. & 2 p. c. honus,) balf year 31-12-1902) Fin. of \$2\frac{1}{2} making in)	
Association, 3 p.m. Polo Club Gymkhana, Racecourse, 4 p.m.	on the 29th ult. The Boston Tow Boat Co.'s steamer Luca left.	Wharf and G. Co., Ld. , New Amoy Dock Co., Ld B.C.Farnham, Boyd & Co., Ld	6,000	\$63	\$68	824 for 1902	\$37), buyers.
Regular Meeting of Zet and Lodge, Free-masons' Hall, 8:30 for 9 p.m.	the 26th ult. and is due to arrive at that ports	Linds, Hotels & Builds.	55,700	Tla100 [7	List00 7	7 per cent. interim div.	Tis. 158, sellors:
COMMERCIAL.	on the 15th inst.	Hongkong Land Invest-) ment & Agency Co., Ld.	1 1	\$100	\$100	Interim of \$6 per share for 1903	\$155, or div. bugges
CLOSING QUOTATIONS. 31st July.	STEAMERS PASSED THE CANAL. 7th July-Foxtonhall, Indradeo, Mancharia.	West Point B. Co., Ld.	.,,,,,,	\$50	, l'	2.30 per share for 1902	•
On London.— Telegraphic Transfer	Fermont 10th—Benvorlich, Claverhill, Teacer, Moyune 14th—Konigsberg, St. Irene, Sumalra		12,000	\$50	\$50	{ Inferim of \$1.50 per }	
Bank Bills, at 30 days' sight 1,91	Kiaulschou, Segovia, Haddochall. 17th—Nubia, Caledonien, Inaba Moru, Ningchow, Kintuck, Venetia. 21st—Benut Jer, Bombay, Flintshire,	Hongwong Hotel Co., Ld Oriente Hotel-Company, Ld.		\$50		12 p. ct. for half year } ended 31:12:1902 { 8 p. c = \$4 for half }	ł· I
Bank Billy, at 4 months' sight	Glenturret, Marburg, Abessinia, 24th—Achilles, Bennohr, Annam, Lingswey, Socolra, Auchen-	Humphreys Estate & Fin.) Company, Limited)	1 . 1000	\$50	,,,,	year onding \$1,12 02 } 90 ct. per sharodor 1902	i .
Documentary Bills, 4 months' sight 1,03 ON PARIS,	arden. 28th Antever, Kawachi Maru, Sambia,	COTTON MILLS.		\$10	110	oo oo per anaronoi 1602	
Eark Bills, on demand	ARRIVALS AT HOME	Ewo Cotton Spinning and) W. Company, Limited } International Cotton M'fg.)	I	T10100 T		{3½ p. ct. for period } ending 31·10·97}	5
On demand	2nd July-Shanghai. 3rd-Salazie, Zieten. 7th-Afridi. 10th-Kanagawa Maru, Patroclus,	Company, Limited 5 Laou-kung-mow Cotton 1	10,000	Tla 75 I	1	3 p. ct. on account of '98	
Credits, 60 days' sight433	Indrani. 17th-telemental. Catchan. 20th Malacon. 21stOccanien. China, Tantalus. 24thStuttgart, Sudo Maru.	Spinning and Weaving Company, Limited Soy Chee Cotton Spin. Co., Ld	1	Tls100	170100	98 on 6,000 shares { 4 p. ct. for period }	1
On Bondar Telegraphic Transfer	PASSENGERS.	Hongkong Cotton Spin. \\ Weaving and Dyeing \}	2,000	Tistoo T	LIBOUU	ending 31-12-97}	
On Calcutta.—	Per Valetta, from London, &c., Mr. and Mrs.	Miscattantous.	125,000	\$10	\$10	of 1902-1903}	
Telegraphic Transfer	Witcombe, Mrs. and Miss Stevens, Mr. and Mrs. Scarle, Mr. and Mrs. J. H. Moore, Lieut.	Manile Investment Co., Ld. Green Island Cement Co., Ld.	20,000	\$50	\$50	None	\$15, buyers. \$24, buyers.
On Shanghal.— Bank, at sight Private, 30 days sight	Cooper, Messrs. F. Julian, J. Lee, H. T. Ed- minston, H. J. Burniston and J. Bundally and	China-Borneo Company, Ld	60,00 0	\$10 \$12	- 212 II	12p. c. for 1902 First year / Final div. of 60 ets.)	· L
On Yoromand	Miss Ledcock. Per Coromandel, for Hongkong, from Shang-	A. S. Watson & Co., Ld	60,000	\$10	\$10	making \$1.10 in (all per chare on (314 <u>1</u> , sellers.
On Marita.— On demand	4 for Mintennana: Miadan 17 Adalati, a. 1 A 1	Hongkong Electric Co., Ld.	30,000	\$10	الصحا	1 90 conta year au von (512.60, sellers. \$7, buyers.
OR SINGAPORE.— On demand	London Marsin I Condition and A 17 (1)	Hongkong and China Gas Company, Limited	7,000	\$10 £10	210	lop, et. div. & 1 p. ct.	\$140, buyer.
On Batavia.— On demand	for Singapore, from Yokohama, Mr. Hawley, DEPARTED.	Hongkong Rope Mfg. Co., Ld. Geo. Fenwick & Co., Ld	10,000	\$50 \$25	\$50 \$25	20 per cent. for 1902 15 per cent. for 1902	\$145. \$47½.
On Haiphong.— On demand	Per Kamakura Maru, for Kobe and Yoko- hama. Capt. and Mrs. Arbuthnot. Capt. and	Hongkong Ice Co., Ld	1 . 1	\$25		(Interim of \$4 per) share for 1903 j	
On Saidon.— On demand	Mrs. Parker, Mr and Mrs. J. A. Lven, Mr. and Mrs. W. Brund and two children. Capts. H. B.	Hk. High-Level Transvays Company, Limited	1,250	\$100	\$100	(\$18 for year ended) 30-11-1902	₹320.
Cn demand	Hollinstead and Morley, Dr. Maeleod, Count Yanagiwara, Major Okada, Capt. Muto, Dr.	Hk. Steam Water-boat Co., } Limited	7,500	\$10	\$10	Int.div. of 6 per cent.	\$144, buyers.
e. Shver, per oz 25,5	Kamagawa, Messrs, E. D. C. Wolfe, W. J. Newland, Taylor A. Nichols, M. C. Sinha, S. R. Sinha, Yuasa, F. Kiene, Rachiram, Chutamull,	Dairy Farm Company, Ld H'kong & China Bakery)		\$71	\$6 7	(31 3 03) 5cts_foryear end 31 7 02	\$12.
OPIUM.	H. Servilla, Y. Hasegawa, Tanaka, Sato and H.E. Min Yung Tan.	Company, Limited	600	\$50	\$50 3	per cent. for 1901 25 per cent. for 1902	\$40, buyers.
Quotitions are:— Allow'ce net, to 1 catty. Malwa New51010 to — per picul	Per Yuensang, for Manila, Mr. Jose Chindian,	Bell's Asbestos Eastern	1,200 8,604	\$10 12/6	12/6	None	\$6.
Malwa New\$1010 to — per picul Malwa Old\$1070 to — Malwa Older\$1090 to —	Chindian, Mr. C. Chindian, Muster Leon Cruz, Dr. S. A. Vills, and Mr. T. D. Burdett.	United Asbestos Oriental, Agency, Limited	100 fndrs.	\$10]	\$10	0 cts. { p. share for year 19.80 { ended 31 5 1902	37507 000 444
Malwa V. Old \$1110 to	Per Coronandel, from Hongkong, for Singa-	China Provident Loan and Mortgage Company, Ld.	20,000	\$5 \$10	\$ 5 l	None 80 couts for year } ending 31:12:02	so 75, sellers
Persian extra line, \$820 to — Patna New	pure, Messrs. H. Hirschler, S. Hirschler and Ray; for London, Mrs. Lamble, Sergt, and Mrs. F. Artingstool and two children: from Shanghai,	The Universal Trading	10,000	\$10		onding 31 12 02 10 per cent. for 1902 f f per cent. for year } ending 30 6 1902	117_ bitv o re.
Pa/na Old	for Singapore, Misses F. and A. Adolaide and Mr. Hauley; for Bombay, Major Cleveland; for	Company, Limited	15,000	\$20 \$20		ending 30 6 1902	
VESSELS EXPECTED	1 3 marginary 4 ft	The Robinson Piano Co., Ld.		\$50		5 p. c. for half year) ending 31-12.02	

VERNON & SMYTH, BROKERS

WHISHY SHIPPERS Cutler, Palmer & Co., London.

AGENTS

HONGKONG.

VESSELS EXPECTED.

THE INDIAN MAIL.

left Singapore for this port on the 29th uit., p.m.

THE GERMAN MAILS.

techous left Colombo on the 25th ult., a.m., and

may be expected here on the 5th inst

here on the 5th inst.

wa Inland Sea, &c.

27th ult, for this pert.

due here to-morrow.

here on the 3rd inst.

The Imperial German mail steamer Kiau-

The Imperial Gerihan mail steamer Prinz

Heinrich left Kobe, via Nagasaki, Shanghai and

Foochow on the 27th ult., and may be expected

THE AMERICAN MAIL.

Yokohama for this port on the 27th ult., a.m.,

The T.K.K. steamer Hongkong Maru left

The O. & O. steamer Doric left San Francisco

for this port, via Honolulu, &c., on the 23rd ult.

THE CANADIAN MAIL.

Vancouver on the 27th ult., p.m., for Houg-

MERCHANT STRAMERS.

this port, via Chefoe and Chinwantao, on the

The "Ben" Line steamer Bencleuch, from

Antwerp and London, left Singapore on the

The C.C. steamer Chingwo, from San Fran-

The P. & O. steamer Nankin left Singapore

The N.G.I. steamer Capri left Singapore for

The N.Y.K. Bleamer Bombay Maru (Bombay

Line) left Singapore for this port on the 29th

ult. at noon, and is expected here on the 4th

this port on the 29th ult., and may be expected

-cieco, 3rd ult., left Moji on the 28th ult., and is

The C.N. steamer Nanchang left Tientsin for

kong, via the usual ports of call.

25th ult., and is due here to-morrow.

for this port on the 28th ult., at 2 p.m.

The C.P R. steamer Empress of India left

The steamer Gregory Apear, from Calcutta,

p.c. in all for year } \$10 sellers.

(25 p. c. fo year) \$250, buyers.

Fm. of 5 p.c.=10)

ending 30 6-1902..)

250 None\$18.

day 4 p.m. : 25 10 a.m. : dammeter Tempenstare tunnidity Direction of wind..... Forms Weather FLEAS.

dongkong Observitory, 31st July. HONGKONG TIDE TABLE.

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12,000

From 1st to the 7th August. Blien, MTLRS" LOW WATE. Hongkong Heigh. Hongkong Height. 8 48 4 5 0 3.57 n . 4 2 J1 21 9 41 5 . (J. 80) 🔅 10 40 m | 3 t to a !

1 57 4 4

William Powell, Limited. ...

Cigan , Albambra, Limited

Philippine Tobacco

Trust Co., Ld

IS HARMLESS TO ANIMAL LIFE.

FLEAS.

MOTHS. KILLS BEETLES. MOSQUITOES, BUGS.

KILLS MOTHS. BEETLES. MOSQUITOES. The genuine powder bears the autograph of THOMAS KEATING. Sold in Tins and

Bottles only. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. A PURELY VEGETABLE SWEETMEAT,

furnishing a most agreeable method of administering the only cartain remedy for INTESTINAL or THREAD WORMS. It is perfectly safe and mild, and is especially adapted for Children. Sold in Bottles by all Druggists. PROPRIETOR, THOMAS KHATING, LONDON.

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

THE QUOTATIONS JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tops, Captain H. D. Jones. S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, E.N.R. S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon, S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossins,

Departures from Hougkong to Canton daily at about 8 s.m. (Sunday excepted) and at about B p.m. (Saturday excepted),
Departures from Canton to Hougkong daily at about 8 a.m. (Sunday excepted) and at about 5.30 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Salcon and Cabin Accommodation. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE. S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about I p.m., as per special schedule } Sunday

Do. | from Macao to Hongkong daily at about 7.30 a.m. | excepted

CANTON-MACAO LINE

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAR

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas. S.S. "SAINAM," 588 tons, Captain B. Branch.

One of the above Steemers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 s.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the-

HONGKUNG, CANTON AND MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) : Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679. 3 Star, Special.—The finest of all "Pog" WHISKIES at
5 Star, Liqueur.—Exquisite, best in the World for Club or Private use at ... Stop drinking rank, Smoky Stuff, because "it comes through the Sopa." Try Haid & Haid's WHISKIES; pure, mellow matured, non-smoky, delicate

Once tried, preferred to all others. Sole Agents for Hongkong: F. BLACKHEAD & Co.

INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates. HOTZ, R'JACOB & CO.

Hongkong, 30th July, 1903. SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT PISKS against FIRE at Current Rates.

HCTZ s'JAUOB & CO. Hongkong, 2nd April, 1900 NORTHERN ASSURANCE C.

Established 1836.

HE Undersigned Agents of above Compan are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current

TURNER & CO. Hongkong, 14th January, 1948. BOHUNIX FIRE OFFICE

The Undersigned are now prepared. GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO Agents for the Phonix Fire Office.

Hougkong, 17th August, 1887. NORTH GERMAN FIRE INSUI ANUE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First cleanliness and hygiene of the premises. Class Foreign and Chinese Risks at Current Rales. Stemssen & co.

Hongkong, 29th May 1895 QUA INSURANCE OFFICE. LUNDON

FOUNDED 1710. pared to ACCEPT RISKS against FIRE a Current Rates. SIEMSSEN & CO...

Hongkong, 16th May, 1892. TOETH BRITISH AND MERCAN

TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1902 £16,378,771.

Authorised Capital... 23,000,000 0 SUBSCRIBED CAPITAL 2,750,060 0 PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS...... 2,867,215 14 10

The Undersigned, having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at Curcent Rates.

SHEWAN, TOMES & CO., Hougkong, 19th June, 1903. AACHEN AND MUNICH FIRE IN SURANCE CO. OF AIX-LA-CHAPELL.

TIME Undersigned, having been appointed A AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BRÖCKELMANN & CO., Agents. Hongkong, 21st April, 1897 GENERAL MARINE INSURANCE COMPANY, LIMITED, OF TRESDEN.

THE Undersigned, having been appointed L AGENT'S for the above Company, are prepared to ACJEPT FOREIGN UHINESE RISKS. HOTZ, SJACOB & CO.

Hongkong, 1st September, 1902.

THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA. INCOMPORATED 1851. Total Losses Paid ... £6,769,240

WHE Undersigned having been appointed AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYEBINK & CO.

Hongkong, 18th May, 1903.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and, surrounded by a delightful garden, it is an ideal place of residence. The building stands on un eminence, giving a mognificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong. Bowling Alleys and Billiards.

The Culsine is excellent. W. OSBORNE, F. F. JEWELL, Proprietor. Manager. Hongkong, 6th June, 1903

NEW "HOTEL AMERICA" NEW (Late German Club Building). High Class Private Hotel. No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Prin. cipal Offices and Streets. Rates reasonable. American Matron. The Cuisine is of the best; and management

is under owner's direct supervision as to food, The Furnishings are new and handsome; and the Bedrooms large, cool and weil ventilated. Hongkong, 4th July, 1903.

THOMAS' HOTEL.

FIRST-CLASS HOTEL, comfortably-I'm Undersigned having been appointed A furnished, and most centrally situated. AGENTS for the above Company, are pre- being in close proximity to the Banks and principal business places. SPECIALLY REDUCED SUMMER,

For Particulars, apply to-THE MANAGER.

Hongkong 10th ,fo'v. 1903, INTERNACIONAL.

TIBE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praya

Grande next to Government House. Telegraphic Address: "Internacional." Apply to-THE MANAGER.

Hongkong, 4th October, 1902. LIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00 Plain Christmas Cakes... German Sand Cakes ... from \$1 to \$5.00 Assorted Pastry Cakes per dozen 0.60 Scotch Buns from 1.50 Fresden Stollen Mince Pies ... per dozen 2.40 Chicken and Ham Pies ... from 3.00 Chicken and Ham Patties ... Game Pies

from 5.00 Chrisimas Puddings. &c., to Order. Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICANSTORES. 64. Elgin Road; or ROYAL ÆRATED WATER DEPOT, Ice House Street. Hongkong, 19th December, 1902. [117-1]

AUTOMATIC MAUSER: PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CC. Hongkong 3rd October, 1900,

TO THE EDITOR OF THE "DAILY PRESS."

Carlton Club, London, 24th Jane, 1903. SIR. The Select Committee of the House of Lords having issued their report on the matter of a light load-line, I feel it due to those who labour on the high seas, and also, I may say, to those who employ them, that they should have some statement from me as to what attitude I am now disposed to adopt in regard to the proper and sufficient ballssting of our merchant ships. Though my colleagues of the Select Committee considered otherwise, the extensive amendments to the Chairma's draft report will amply illustrate the fact that, rather than being changed or weakened in any way, my views as to the necessity of a light load-line are greatly strengthened. It is a peculiar coincidence that, conjointly with the issue of the Committee's report . Lave the remarks of Mr. Justice E- in what in giving judgment against the

s.s. Darleyaule (in ballast) which collided with the barque Carmel, said of the former vessel:-"I suppose owners may send their ships to sen in such a condition as this result was in if they like to do sc-if they like to imperil their own property and the lives of these on board-and I know of no law at present to prevent their doing so; but this vessel was in a most dangerous condition, and everybody on board her must have known it."

I think I had the right to hope that the ret resentative of the Marine Department of the Board of Trade would have preserved strict impartiality in the matter, but, combined with the most stubbern and desperate opposition. I was astounded at the amount of animus and bias introduced into the evidence given by this witness. Consequently it is not a matter for surprise that facts were distorted—those in favour were either minimised or carefully ignored, and those against were magnified for all they were worth-irrevelant matter was introduced, and we were told that statistics proved a ship in ballast to be safer than one loaded!

It was the old story that statistics may be made to prove mything. I carnestly trust that all those who are interested in the subjectespecially our seamen-will purchase the Bluebook issued by Messrs. Eyre and Spottiswoode, East Harding Street, London, and thoroughly sift and analyse the ovidence, particularly that that of the representative of the Board of Trade, and the appendices produced by him. I venture to say they will stand a little examination.

We were told that during the eleven years ending 1902 ten sailing vessels and five steamers were found by Court of Enquiry to have been insufficiently ballasted and yet the representative of the Merchant Service Guild produced proofs which counct be refuted by the representative of the Marine Department, as they were the returns of the Board its "f, that during the three years ending at the time of the sitting of the Select Committee there had been thirteen cares of insufficient ballast and there were two others touching upon the question of the skifting of ballast, a question which also came within the, purview of the Committee.

Mr. Williams, ex-Chairman of the Liverpool Underwriters' Association, giving evidence on behalf of that influential body, produced a list of accidents based on Board of Trade returns happening in the last six years-eleven vessels being insufficiently ballasted, whilst in the remaining five it was a question of the ballant shifting. Also certain recommendations to shipmasters were issued by the Marine Mutual Insurance Associations of the United Kingdom in which the following pregnant sentence was brought to the notice of the Committee-" The fact of the cerious and deplorable tons of life and property on bullast passages makes it desirable, etc." Surely these are people who know what they are talking about where accidents to ships are concerned! The Board of Trade cannot contradict their own returnswhy were they not submitted as Mr. Moore and Mr. Williams put tham? Obviously because they told another story.

The Representative of the Marine Depart mont of the Board of Trade farnished the different Reports of Courts which have dealt with the matter of ballasting during the last eleven years. It was very convenient not to mention the bad case of the Buckingham which took rlace in the early part of this year, but why, may I ask, did he omit the Reports of Courts which investigated the accidents to the Ethiopia, Kaisari (23 lives lost), Ashmore and Kildona, happening within the last two or three years, where insufficient ballasting figured very strongly? No doubt this also was convenient to the Board. Why, also, was it the case that the Board of Trade could not see their way to lay before the Committee the Special Reports of their principal officers upon the question of roborative evidence of my case?

There has never been any question that the light load-line would, any more than the deep load-line, affect vessels of under 80 tone register -vide the Morchant Shipping Act. In Table C No. 3 of the appendix supplied by the representative of the Marine Department we, for instance, see casualties to vessels of 2, 4, 5, and 7 tonr. It would be ridiculous to assume that such casualties have any bearing on the aubject at issue. In this Table no less than iwenty-five out of forty-five vessels are not affected, and it will be noticed that the Zanetta in ballast was in an unmanageable condition in bad weather, went ashore, but no formal investigation was ever held. In Table No. 4 we may strike out ninet on of the vessels as not observe that during the past eight mouths three

shaft failures, eliminating those vessels no affected, the proportion of shaft failures to ballasted vessels is at least 8 per cent. greater than to loaded vessels.

After working up the averages, the representative of the Marine Department of the Beard of Trade says the percentage of ballasted to loaded vessels is practically one in three. In Howell has arrived is brought about by wassels | the whole question. trading around our own coasts, hundreds of them of course under 80 tons, and by our large coasting/passenger steamers making passages every day in ballast to which a light load-line would make not an atom of difference. I have proted excess percentages of accidents to vessels in ballast, accepting the representative of the Marine Department's estimate of one ballasted to three leaded vessels. A lower estimate would of course make my excess percentages much higher and therefore, although the Board of Trade's figures may by strictly correct, they may easily lead to a false conclusion. I should like to point out that the representative as a defeat. If any further evidence crops up of the Marine Department of the Board such as we have had, where serious loss of life at of Trade is enabled to obtain his estimate son has occurred—we have it on the authority as to the immense number of ships in ballast by the fact that, whereas the number of foreign-going vessels entering and clearing in ballast during the year 1902 was 12,864 only. the number of coasting vessels coming within the ame category reached the enormous total of 224,963, or nearly twelve times the total number of vessels composing our merchant fleet. As I have pointed out it is in the foreign-going ships where the pinch is felt, and it is very significant that every disaster enumerated in the lists, supplied by the representatives of the

on your space for me to go into an analysis German team, who covered the distance of shelter. Peary could spare but one man. dealing adequately with the multifa ious | 3702 miles in six hours thirty six minutes nine figures the representative of the Marine seconds, including stops imposed by the regula- obviously the place of the surgeon to go the Department produces, but I feel that I have | tions. Two members of the French team ran communicated sufficiently the nature of an each other so close for second place that it impartial sifting of his own statements and was for the referees to decide whether Defigures. As to the powers of the Board of Knyff or Farman is entitled to the honour. Trade being at present amply sufficient, I may | Only one minute divided them. It is thought say that their detaining powers may only be likely that De Knyff's claim to second place exercised under Section 459 of the Merchant | will be upheld. Shipping Act, where there is no specific mention of the sufficency or otherwise of the bullast-From Sub-Section I of the Section, a ship may only be detained as "unsafe by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading, or improper loading." I venture to consider that whilst it was shown to the Committee, that there is a divergence of opinion as to insufficient ballasting being taken as improper loading, detention powers could not be exercised under this Section, where, for instance, a ship carries no ballust whatever. She is then neither 'loaded" nor "ballasted," and quite outside the category of this Section. This, 1 think, will be manifest to your readers, and will support my views, that the law as it stands at present is unsatisfactory and utterly insufficient to

Liverpool Underwriters' Association and the

Merchant Service Guild, occurred to a foreign-

I regret that through unavoidable circumstances and the de ire not to press too much evidence on the Committee, I was not able to call, amongst others, such powerful witnesses as Sir Walter Phillimore, Sir John Gorell Barnes, Sir Edward Reed (Chairman of the Deep Load-line Committee). Mr. James Dann (member of the Deep Load-line Committee). and several a ditional nantical as essors, who would have supported my case.

To return to the powers of the Brard of Trade which were described by their representative as "very ample." For reasons I have stated I do not accept this for one moment, but assuming for the sake of argument that this is correct, it was admitted that their powers could not be properly carried out owing to the insufficiency of their surveying staff. The representative of the Marine Department stated that "it is obvious that a good number of vessels may go to sea that have never been seen by a surreyor. This then is where a light-load line would come in, for the crews would be protected, as they would then have an outward and visible sign as to the sufficiency or otherwise of the ballast.

Whilst I am strongly in favour of restrictions upon British shipowners being placed equally upon foreign shipowners, it is palpably absurd to suppose that if foreign owners send their vessels to sea in a dangerous condition British owners should follow suit. We are justifiably proud of our merchant service inasmuch as it is far in the van in regard to promoting safety at sea and it is significant that other marine Powers with the rapid prothe insufficient ballasting of ships? Is it gress of their merchant shipping are also

Much was said as to the difficulty in assigning a light lead-line, but I am not going to believe that impossible until it has been properly gone into by a committee of experts, as in the case of the deep load-line. I strongly recommended the appointment of such a committee, who would, if able to, arrive at a solution of the problem, and not until then would I have the light loat-line entered on the Satute-book.

It is a matter of the keenest gratification that I have scored successes on two most material mutters to the benefit of our seamen. In the concluding paragraph of the report of the Committee they "confidently rely upon the Board of Trade to use the powers already conferred upon them by Parliament to prevent improper or insufficient tallasting of ships." being affected, and of the remainder we may Heretofore the mofortunate master has been made the scapegoat for insufficient ballasting were in an unmanageable condition, whilst in | and his certificate has most unjustifiably been light trim, or 15 per cent. of the accidents were | suspended; in view of the paragraph to which

due to insufficient ballesting. From Table 5 of | I allude it seems to me that the responsibility is now fixed upon the Board of Trade for the provention of improper or insufficient ballasting. and it is they and not the master who must be held responsible in future.

The other point is the accepting of my amendment by the Committee recommending regulations for the securing of loose ballast, the dangers of the shifting of which are only too 1902 I find that the proportion of foreign-going familiar to every mariner. The recommendaships in ballast-which are the vessels chiefly tion in itself shows that the enquiry by the affected-is only about one-fifth; the high Committee was of no barren nature, and justipercentage of one-third in ballast at which Mr. fles to a considerable extent my agitation upon

If you will allow me to do so, it is my desire to say that whilst I shall assist to the very utmost in nurturing the merchant service of this country—which is essentially a national service -it is my wish to see fairplay all round. It is due to the shipowners that the country should give them far more encouragement and assistance, and in turn, the shipowners should give far greater consideration to their employees.

Though the report of the Select Committee on the light load-line has declared against me upon the most material point I may say that simply look upon it as a reverse - certainly not of Board of Trade enquiries; what better proof I cannot imagice!-I shal not fail to give the matter my attention, and as British shipowners declars that it is to their intrests to see that their ships are sufficiently ballasted. I cannot that I am acting contrary to their interests by co-operating with them in this direction. The seamon of our nation may resp assured with the fact that I will, so far as my humble powers allow, continue in my efforts towards minimising unnecessary risks to which they are subjected whilst pursuing their arduous calling.

MUSKERRY.

THE MOTOR RACE IN IRELAND. The international automobile race for the James Gordon Bennett cup was run on the 2nd I would really be trespassing far too greatly linst, and won by Jonatzy, a member of the

The most remarkable features of the great race were its practical immunity from serious accidents and the poor showing by the American team. At Ballyshanuon, which was the hendquarters for the race, no news had been received of any one being injured, except one of the contestants-the English crack, Jarrott, and his chauffeur. Jarrott had a miraculous escape from death, and sustained a broken collarbone and a badly bruised body. His chauffeur also had a fractured collarbone, besides a broken jaw. Both, however, were doing well.

The accident occurred through the steeringwear of the favourite English car getting out of order while going at full speed. Instead of turuing a corner the auto ran straight into the bank at the side of the road and was smashed in two. low the occupants escaped death is more than | men felt might mean their death. From that British capitalists are concerned in it, but they themselves can explain. Stocks, another Englishman, had his car disabled through the same cause, but was not hurt.

Baron Do Caters, after making a splendid race, broke the axle of his car and Foxball Keens retired because of a similar accident. Moers and Winton of the American team both failed to finish, owing to derangement in the mechanism of their cars, and Owen, the third mamber of the team, completed only five of the seven laps of the race. Thus only five out of twelve starters completed the course. One of these, I dge, the holder of the cup, came in long

after the race was officially declared over. The roor showing of the American competitors is attributed to the excessive lightness

All arrangements for the race worked well, The Frenchmen received some consolation in not getting the cup by gaining the prize offered by Mr. Scott-Montague, M.P., to the team whose members all finished.

Foxball Keene, as one of the representatives of Germany, had a good chance of coming in among the leaders. Refore giving up he ran a risk which is generally described as one of the most daring feats in the history of motoring. Turning a corner on the second round the tires of Keene's machine were ripped, and, while repairing them, he noticed the axle was giving way. Instead stopping, Keene drove a miles at the gait of over thicty miles an hour. and drew up only when the car became almost uncontrollable. Then it was found that the axle was within the smallest fraction of an inch of being severed. Keene admitted that "it was as much like sitting on a box of dynamite as unvilling I have ever tried, but it was an awful pity I had to withdraw, as really I had not begun to let myself out." Keene's misbar cansed the greatest regret, next to Jarrott's accident, of any incident of the day.

Amid the representative crowd of English and Irish well-known men present were the Lord Lieutenant of Ireland, Field Marshal Lord Roberts and the Earl of Mayo, Mr. C. Grav Dinsmore represented the Automobile Club of America. From a racing point of view the contest, which lasted from 7 in the morning because they would have proved valuable cor- beginning to set their houses in order in this until 7.30 in the evening will be always remem- end was at hand. Vincent was tottering and bered for the desperate struggle between De Knyff, French, and Jenatzy, German. daring driving of Gabriel in the Paris-Bordeang race was quite eclipsed by the speed at which the contestants seven times passed the judges' stand at Ballysbannon. the rivalry between Germany and France always stood out. Both Jenatzy and De Enyst waved their hands wildly in answer to the cheers of the onlookers and drove with what looked like desperation. As the final round approached and the gap between the two rivals lessened there were many who thought that a collision was inevitable, but De Knyff

> line ahead. The course was laid out principally in County Kildare, the start and finish being at Ballyshannon crossroads, about thirty-five miles south-west of Dablin. In outline the course somewhat resembled a map of Africa, divided into two parts, which were known as the major and the minor loops. The dis ance around the smaller loop was about 45 miles and 1021 miles around them both, and there was a dividing stretch of about thirteen miles that had to be covered six times in going three times around the combined loops.

THRILLING AROTIC EXPERIENCE.

AN INCIDENT IN THE LIFE OF U.S. CONSUL DAVIDSON OF FORMORA

The following narrative concerning the anthor of the recent classic work on Forme will be of general interest :--

Mr. Edward B. Clark, writing in the Chicago Times-Herald on the death of Dr. Edward E Vincent, who was accidentally killed at Detroit Mich., a short time ago, gives an interesting description of how Dr. Vincent saved the life of Jam 8 W. Davidson, at present United States Consul in Formosa, while they were both members of the Peary expedition in search of the North Pole. Mr. Clark writes :-"Peary and his party of ten men started

from Etah in early March of the second year of the expedition to make the dash for the pole. April-the spring, month-the thermometer registered 60 degrees below zero when the little band of hardy spirits reached a place about 140 miles from their starting-point. One night they pitched their two tents and turned in. A storm arose. It was a howling blizzard without the snowfall-a blizzard with the thermometer 93 degrees below the freezing point. The test in which one-half the explorers slept was ripped by he blast into threads. The occupants made their way is best they could to their comrades' shelter. The distance was not great, but in covering it the feet of one of the men. Davidson, who had been longer exposed to the storm than the others, were frozen. It became necessary almost at once to amparate portions of both extramities. The operation wa performed by Surgeon Vincent. It was, o course, impossible for Davidson to proceed with the party on the dash to the pole. To leave him where he was meant death. There was but one thing to do, and that was to send him back over the wastes and the ice floes and through the awful bittern as of the cold to the place whence they had come. Seven score miles back weresome natives and something like adequate said, to go back with Davidson. It was return journey with his patient, a journey that everyone in the band thought meant death for

Edward E. Vincent gave up without a chance to be one of the men to reach that goal of the explorers' ambition, the north pole. His duty was to Davidson, and with Davidson he stayed. Peary gave the two men a sledge, four half-starved dogs and some supplies. They turned their faces in the direction of Etah and heavy man and his weight proved a burden to | spasmodic support to various British enterprises. pot and it could not be fixed. It was the as a whole and from the view of our national accident, apparently trifling in itself, those two backing of this or that enterprise because

came a realising sense that they were lost. There was no food left which could be spared to keep up the strength of the dogs Vincent led two of the creatures away and killed them still left to be built in China which it is to our that they might serve as food for the two advantage as a nation should be in our hands remaining animals. Both men were weak to and not in the hands of our foreign competitors the point of exhaustion. Vincent kept up They should encourage British capitalists to his good cheer and rallied his patient by his apply for concessions to build those lines, and hopefulness. Then he went into the harness, I then they should exert themselves to obtain the taking the place of the animals that he had | concessions at Peking, and to see that neither slain and used his remaining strength to drag trade rivalries nor general slackness and inthe sledge onward. The two remaining dogs difference cause the concessionnaires to leave gave out. There would have been the lack, them unused. They have abundant means for ness of despair had it not been for something | bringing the necessary pressure to bear on the in the spirit of the two men that made them

onward, dragging the sledge with its weakened

Vincent turned with a sort of half smile "Davidson," he said, "it's barely possible, as a mere matter between men. I might find it in my

The physician dragged his patient on through the horror of the awful stillness. Finally the

Davidson, weakened as a result of the operation he had undergone, coupled with the exposure and lack of drink, was practically in a fainting condition. The sledge had been brought to a point which swept away for over a mile a gentle declivity, smooth with snow and ice. Vincent sat on the edge of the sledge.

"I'm sorry, but I'm afraid it's all up with mo. Then he turned away his head, but in moment was on his feet. For down to the right of the sloping plain he saw a grim-looking kept his lead of a minute or two and crossed the rock which held his gaza. Then turned to Davidson again. "I don't want to raise any false hop. s," he said, "but that rock down there looks like one that stood not for from the place where the natives are. It is like a thousand others and probably I'm wrong, but God knows it's our last hope. I can't drag you further. but I'll not leave you. We'll go together. We can slide down this declivity with our sledge. We may go into a crevasse, as you know, and

hat means death, but it's death anyway unless when we pass that rock we see some huts beyond to the right."

Then those two men embraced each other,

Vincent used his strongth to start the sledge. Mr. E. G. Barrett It went slowly with its own momentum down the barely perceptible incline. Occasionally the accelerated speed would be checked by a smooth billow of ice over which they rode smoothly They were approaching the rock which Vincent had looked familiar. They were almost up to it. On what the first look around that rock should reveal the physician knew mean life or death. He turned and looked at bi Mr. G. Doan comrade. Davidson's eyes were closed tight in agony between the hope and fear of the moment They had reached the rock. Vincent looked to the right and beyond.

" No. life!" was the short answer.

THE "TIMES" ON BRITISH POLICY IN CHINA.

the two men who would undertake it.

murmur that for which he had so longed-the set out through that region of frozen silence. Davidson was unable to walk. He was a large, ingly from time to time they gave a good deal of

"Doctor," said Davidson, "you can't drag ma further. There is no reason why both of us should die. Unencumbered, perhaps, you can make your way back to the old camp. Try it. Vincent's unswer was the fitting of harness ever his shoulders once more and the trudging

burden behind him. " Doctor," said Davidson, once more, " you'd

heart to desert you and leave you here to die. You must remember, however, that I'm a doctor and you're my patient, and it would be unethical to the last degree for me to go and leave you. So I'm afraid you'll have to put up with me."

NAVY BOILED LONG FLAX

"Old fellow," he said, as his eyes swam,

but spoke not a word.

"Doctor, is it death?" came a voice from

In a recent article on affairs in China, th Times makes the following observations:--When the policy of penetration by railways first became prominent in the programmes of Mr. H. J. Jackman other Eurogean Powers, the Government regarded it with the scopticism of ignorance. They were not in the least afraid les important concessions should fall into the hands of foreign syndicates, or financial institutions under the immediate control of foreign Governments, even when those concessions—as in the case of the Peking-Hunkow line-chose us their

field of operations districts in the heart of what we were taught to regard as the British sphere of interest. Their one apprehension they assured us, was lest the rivalries of competing promoters should prevent the con- Mr. & Mrs. A. Chapman struction of these lines at all. If they were built | Major A. A. Chicoster they were sure to be good for trade, and as the principle of equality of opportunity would be | Major. G. A. French, applied by everybody without discrimination, we as the chief traders in China, would derive the largest share of benefit from them. Under the pressure of public opinion and on the tardy percep tion that the foreign concession naives were really beginning to build and later actually to work their lines, this attitude was in a measure modified. The Government came to learn that in semi-civilised conatries railways might | Mr. R. H. King become a source of very considerable political influence, even when they were not designed and used, as in the case of the Manchuria rullway, for direct purposes of strategy and as a means of Mr. & Mrs. A. McGowan facilitating military occupation. They began, too, to think that equality of opportunity might be safest, after all, in our own keeping, and accordthe dogs. For two days they went our slowly. with varying degrees of success. But no serious Mr. W. Helms On the evening of the second day they started attempt appears ever to have been made to Mrs. Johnston & child to brew some tea. The bottom fell out of the study the question of railway policy in Uhina only vessel of any kind they had with them. and political interests. What was and, we In it they melted snow to obtain water. That | believe, is still wanting is not morely the time on they ate frozen-food and had no warming | careful investigation of our general position | Mr. & Mrs. Long in China and of the relation in which each On, on and on they went, and at last there these British projects stands towards it and towards each other. The Government must make up their minds, after ample study of the best available materials, what are the railways

the future than the Mauchurian Railway. PURE FRESH WATER

capitalists as well as on the Waiwupu, if they

choose to exert it, and unless they exert it we

shall wake up some day to find the rest of China,

including the Yangtsze Valley, dominated by

foreign railways which may prove to be instru-

ments of political ascendency no less potent in

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